

The  
**Teamster**  
International  
SEPTMBER 1949



First  
Day  
of  
School!



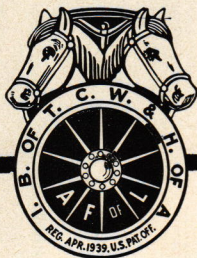




*Warehousemen*



# The International Teamster



**DANIEL J. TOBIN • Editor**

**THOMAS E. FLYNN • Assistant Editor**

**Vol. 46**

**SEPTEMBER, 1949**

**No. 9**

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## Labor's Day

The title of our national holiday should be possessive, because the day truly belongs to labor.

It was in 1882 when a New York carpenter and ardent trade unionist named Peter McGuire proposed a holiday in recognition of America's men of toil. Two years later, delegates to the fourth annual AFL convention adopted a resolution calling for the first Monday in September of each year to be a national holiday.

Labor fought a state-by-state campaign to have the day declared a legal holiday. Finally, on June 26, 1894, the long fight of our pioneer trade unionists was won. On that day, President Cleveland signed an act making it a national holiday.

Because this victory is typical of so many battles fought and won by organized labor, the tradition of Labor Day has come to symbolize the greatness of labor and the things for which it stands.

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**J**UST ONE YEAR AGO the National Warehouse Conference was organized as a major trade division of the International Brotherhood of Teamsters. In the one year since its initial organization meeting the conference has made marked progress in all sections of the territory where the International Union exercises jurisdiction.

### ***Important Drive***

As the official organizing arm of the International Brotherhood of Teamsters in the warehouse field, the Conference members and their officers realize the importance of organization work to the International Union as well as to the men and women employed in this branch of the industry.

Warehouse work has been recognized as what might be called a "key" branch of the materials handling industry. And for two main reasons it has been highly important that organization work begin and be developed for the welfare of the entire Teamster movement:

1. Warehousing has national importance through its operation by many national concerns.

2. Warehousing and materials handling are important jobs in terms of "feeding" materials to truck drivers. In short, there is a very close mutual interest between the truck driver who unloads at a warehouse dock, or who picks up goods and merchandise to be transported to another point.

### ***On National Basis***

Executive Vice President Beck, at each of the organizing conferences from the one called a year ago, has emphasized the necessity for organizing trade divisions on a national basis. He has repeatedly pointed out that the transportation industry has grown up on a national basis and that the unionization of materials handling and transportation likewise, would have to grow and progress with the industry.

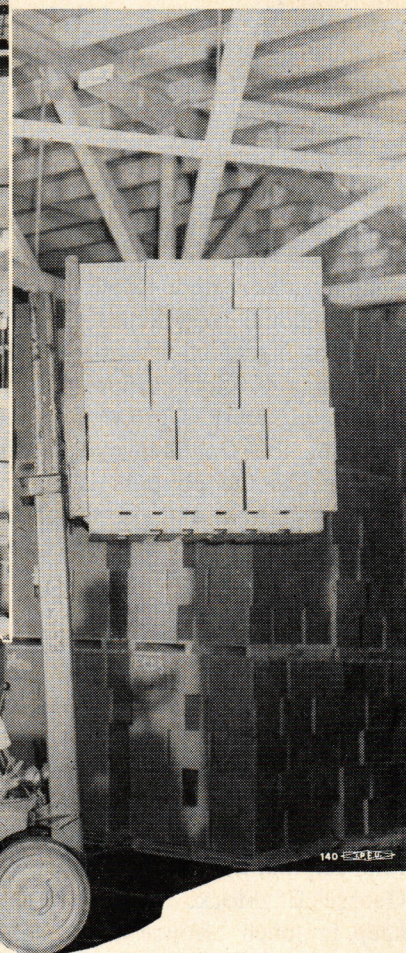
He has pointed out that warehouse workers are in a strategic position insofar as organization

work in the International Brotherhood of Teamsters is concerned. Specifically, he said in the last organization conference—and he has pointed this out repeatedly, "It did not take us long to find out that our strength in the transportation industries was in a large measure, dependent upon our ability to control its feeders, suppliers and storage depots. And so, many years ago the General Executive Board at its meeting requested President Tobin to look into the matter of getting jurisdiction over warehousemen from the American Federation of Labor because our trucking operation, in the main, goes in and out of warehouses, retail and wholesale."

### ***Sought Jurisdiction***

President Tobin, then and now a member of the Executive Council of the American Federation of Labor, went to work on the Federation and after many days and weeks of discussion he convinced the Council of the justice and necessity of the claim for extended jurisdiction of





The organization and active support of such wholesale warehouse employees as these in an electrical wholesaling establishment is vital to our union. At right: The operator of this fork-lift truck in a large warehouse is a key member of the vast transportation team which keeps our nation's motor truck network operating at peak efficiency.

the Teamsters to cover warehouse workers.

The AFL Executive Council recommended to the AFL convention that the Teamsters' request for jurisdiction be granted. The fight had to be made all over again in the convention, and again the Teamsters won out. There were objections by the Brewery Workers, Longshoremen, and some others. But these were set aside and jurisdiction over warehouse workers was granted to the Teamsters—a tremendous help to the organization today.

### ***Needed Teamsters***

The Federation itself was organizing warehouse workers but they could do very little for them. No one can help warehouse workers but the Teamsters and themselves. It should not be forgotten, either, that many of our local Teamsters' officials were not too anxious to bother

with inside or warehouse workers. They would say: "We have all we can do to take care of ourselves." Blinded for the moment, these honest and sincere men could not look ahead. One day in a certain western city, a large whisky house was moving 5,000 cases of whisky from one warehouse to another. Harry Bridges and his longshoremen had the warehousemen and would not load our trucks unless the drivers were members of Bridges' CIO.

### ***Awoke to Danger***

That is what awakened the Teamsters to the danger confronting the organization. Our men were idle; our bosses had their trucks standing still, and the merchant was helpless. So that's what prompted the Teamsters to ask for jurisdiction over warehouse workers. Naturally, under the laws of the AFL we must endeavor to respect the jurisdiction of

all other AFL fraternal unions wherever we can.

### ***More Help Needed***

Some day the warehouse end of this International Union may be as large in membership as the Drivers' end. But to get there more help and effort must be put into the battle. Truck drivers and other drivers must help to organize the warehouse workers. They can help the drivers if the drivers are on strike, just as much as the drivers can help them. "All for one, and one for all" should be the motto. It will not always be sunshine for the drivers. Build up the warehouse end before the rain comes. Every one you add to our general membership is another link towards strengthening the chain that binds us together under the banner of our International Union, because without that union you would not long enjoy the



position you do now, although there are some pinheads that think they can stand alone.

### **400 Local Unions**

The strategic importance of the warehouse industry made it important for the International Teamsters' Union to begin with men and women in this branch of materials handling in its new trade division drive. The National Warehouse Conference was organized a year ago with more than 400 local unions participating. Interest is growing in the work of the Conference and will continue as the progress is shown in organization and is thereafter reflected in wages, hours and conditions of employment.

### **Quarterly Meetings**

Once every three months the Policy Committee of the National Warehouse Conference meets to discuss warehousing problems throughout the country. Both the chairman, Edward J. Hartsough, Philadelphia, Pa., and the secretary, George E. Mock, Seattle, Wash., keep in touch through the conference with more than 450 locals active in the warehouse organizing effort.

The Conference has made it a continuing practice for each member of the Policy Committee to act as a liaison representative for the trade division. By so doing, the Conference, through the Policy Committee, can learn about changing practices and procedures in warehousing and can gain through a pooling of information and organizational effort and techniques. On the basis of the information gained through this system of national reporting, the national policy for the Conference is developed by the Policy Committee and then submitted to the general meeting of the National Warehouse Conference for ratifications.

Organizing drives are in full swing by the various locals in the warehouse field. Results have been forthcoming and prove over and



These shipping clerks in a large music concern and many others like them are the objectives of the organizational efforts of the Warehouse Conference.

over the importance of this branch of our jurisdiction to the general membership effort. These drives are being conducted in the department stores (warehousing field); steel warehouses, plumbing and supply warehouses and shops; wholesale electrical supply; wholesale paper supply and other wholesale warehouses. Reports to the Policy Committee indicate that the organizing drive is quite diversified and quite broad in character.

Many of the local unions reported at the last session of the Policy Committee that in many cases Teamsters had been able to organize shipping and receiving clerks and dock workers in manufacturing plants where the plant employees themselves or the production workers, were under contract to other unions, and where the receiving and shipping clerks on these loading docks were under no contract at all.

### **Follow National Pattern**

Thus, the combined effort to the unions situated throughout the country have been able to follow a national pattern—they have been able to aid not only the unorganized workers, but have been helpful to Teamster unions generally.

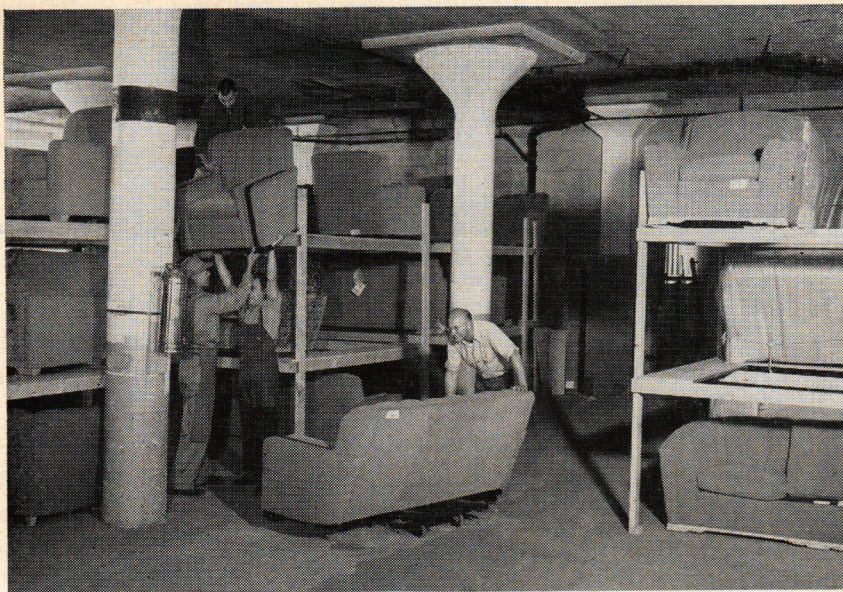
The very close interest and relation which the general truck driver

has to the warehouse worker is brought out over and over again in this trade division organizing drive. Teamster truck drivers are becoming acutely aware of the fact that all shipping and receiving clerks and warehousemen who receive or deliver merchandise to Teamster-driven trucks should likewise be Teamster members. When they find this is not the case, they report this fact to their local union secretaries. The Conference has found that in almost every single case, when the driver has made the original contact, the local union secretary has been able to bring these warehouse workers into the International Brotherhood of Teamsters and secure for them union wages, hours and working conditions. Local union secretaries have reported that they are receiving full cooperation from the general truck drivers in the present organizing campaign.

### **New Members Help**

The Policy Committee is also receiving interesting reports of organizational help from the warehouse workers themselves. New members of the Teamsters, when realizing the benefits of union membership, are proving excellent organization helpers in the warehouse trade division.





Unorganized workers in varied branches of warehousing will gain because of success of the Warehouse Conference. At left are furniture warehousemen. In circle below are sugar warehouse workers, and at bottom are employees of tool concern.

The keynote of the situation is found in the statement of one secretary who said in a recent report to the Conference, "It is the duty of all union members to help organize the unorganized in order to make our union strong and to protect the conditions we have already obtained for our members in this industry. The job of organizing warehousemen throughout the country is a job that must be done and can be done if all Teamster members pitch in and do their part."

### Gratifying Reports

How the general membership of the Union has really pitched in is shown by the gratifying reports of organizational success received from all parts of the U. S. The organizing drive is helping to prove the truth and meaning of the word "brotherhood" in the name of our International. The members are proving the wisdom of the words spoken by Brother Beck at the first meeting of the Conference a year ago when he said, "This is not a single problem or a simple problem and there is no short cut to the solution. This is a national job and we have now reached the time when we must function on a national basis in every field of our operation."

The job of the National Ware-

(Continued on page 30)





# EDITORIALS

## *End of an Epic*

The famous Berlin airlift is soon to be ended after an operation of vital importance through a long period of time. Much has been written about the excellent job done by the airlift and it is generally conceded that the project exceeded the hopes of its supporters and the worst fears of its enemies.

The airlift was a sensational materials handling job which depended upon teamwork on a grand scale plus precision timing. While the airlift pilots and crews drew the major attention for their systematic but nevertheless spectacular operations, it should be remembered that the airlift depended upon a great many people doing a great many things. The ground crews and the many persons involved in making it possible for the planes to fly safely, continue indefinitely and land with split-second timing have not been given enough credit, many may think.

The seemingly routine business of "feeding" the airlift was important and this was done in an important measure through trucks. It is gratifying to know that trucks have played their part in the airlift and that trucks are always ready to do a job where and when the occasion may demand.

## *A Necessary Investigation*

An investigation, or a series of investigations, under the general supervision of Senator Joseph C. O'Mahoney (Dem., Wyo.) is scheduled as one of the major studies to be undertaken by Congress this fall.

It would be well to recall the excellent job turned out by the Temporary National Economic Commission 10 years ago under the chairmanship of the Wyoming Senator. O'Mahoney is not one to indulge in senatorial "witch hunts." He is an economic fact finder, for he knows that Congress cannot legislate wisely unless it has as much evidence as is possible to obtain on the functions of our great economic machine.

The investigation should result in some interest-

ing revelations on the practices of the monopolists in this country. With big business getting bigger and little business getting the squeeze, it is well to look into the monopoly situation. And the examination can be made in a spirit of honest inquiry without the fanfare of name-calling and witch hunting which sometimes characterizes Washington investigations.

## *For Better Traffic Conditions*

For the first time since 1931 traffic experts from many nations are holding a meeting to see what steps should be taken to improve traffic conditions through international cooperation. Traffic experts from 70 countries met in Geneva to begin discussions on various aspects of the growing traffic problem.

THE TEAMSTER has published data on proposed international highway signs on which were scheduled discussion and possible recommendations. It is desired to effect international cooperation through the United Nations' traffic and transport effort, particularly in the field of sign uniformity.

It might be mentioned that in our own country there is still some distance to go before we achieve absolute uniformity in traffic control practices, signalling, etc. However, we endorse working toward a wider use of commonly recognized signs and symbols as a major effort toward improved traffic control.

## *There's Still Danger*

With the ending of August we do not necessarily see the end of the polio danger. In many areas the first half of September is as dangerous as the August weeks. In other sections the danger extends through the month.

When all returns are in the year 1949 may set a mark in polio cases. Early figures indicated that this year would near the record and be second highest on record for number of cases contracted.

Medical science has made substantial progress



however, in the detection and treatment of the disease. While there may be more cases now than in past years, there seems to be a decline in both severity and in the number of deaths caused.

But since there is still danger, polio precautions should be observed.

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## ***Labor Loses a Great Friend***

With the death of Mr. Justice Frank Murphy of the United States Supreme Court, labor lost one of its greatest friends. He was a true liberal who believed passionately in the rights of man. He always fought for man as a human being, not as a mere unit in society.

One of Mr. Justice Murphy's strongest expressions in this regard came when he spoke for the Supreme Court in ruling that iron and bituminous miners are entitled to underground transport pay. Said the jurist:

"The issue can be resolved only by discarding formalities and adopting a realistic attitude, recognizing that we are dealing with human beings and with a statute (Federal wage-hour law) that is intended to secure to them the fruits of their toil and exertion. We are not here dealing with mere chattels or articles of trade but with the rights of those who toil. The statute must not be interpreted or applied in a narrow or grudging manner."

The Supreme Court judge had an extremely varied background. He had been lawyer, teacher, mayor, state governor, Philippines Governor-General and High Commissioner, Attorney General, and officer in the U. S. Army in both world wars before ascending the bench of the highest judicial tribunal.

The record of Frank Murphy is one of unselfish service to his fellowmen. Few leaders of our time can be compared with Frank Murphy in the humane approach and fidelity to his ideals with which he performed his tasks. Labor and the nation have lost a great friend. We will not see his like for many a year.

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## ***A Chance for Economy***

One of the best opportunities we have seen in some time in the field of governmental economy lies with the new agency, the General Service Administration.

The GSA was established as one of the first steps to be taken in reorganizing the Government along

more efficient lines. This new agency includes such diverse functions as those formerly exercised by the Federal Works Agency, the Bureau of Federal Supply, the War Assets Administration, and the National Archives, to give only a partial list.

The purpose of forming this new agency was to bring together the property and supply; building construction and management; record management and certain public works functions into one organization. By so doing it was believed by Congress that a better and more efficient purchasing and "housekeeping" job might be done.

To do this, Jess Larson, formerly War Assets Administrator, was named to head up the agency. He has a big job and one filled with both variety and complexity. He has an opportunity to bring both efficiency and economy in the sprawling business of civilian Government purchasing. How he does it will determine whether or not the promise held forth in reorganization efforts will be realized.

There seems to be some move toward taking the Bureau of Public Roads and putting it in another agency, but it would seem wise to let Roads remain where it is as part of the overall Government's Federal public works function. We have seen the importance of road construction and maintenance in the past. It is believed its future might be better if it were retained with other public works sections.

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## ***The \$100 Billion Program***

Since the article in the July issue of *THE TEAMSTER* pointing out the need for \$100 billion worth of public works over the next several years appeared, there has been an increased amount of attention paid to the public works problem. This attention has come from Congress and Government officials.

The top Government official in charge of building, construction and public works recently said that we need \$100 billion in construction over the next 15 years. He asked that Congress authorize an appropriation for advanced public works planning.

It is too early to tell whether or not we are in a general recession which is going to slide down the economic hill further. It is not too early to see that we have a real shelf of works planned. We have made this recommendation before and we make it again for we know that you have to have well-considered plans actually made in order to carry out any kind of program of public works, emergency or otherwise.



## Letter Clarifies Rights of Vets

A letter issued in Washington by the Labor Department's Bureau of Veterans' Reemployment Rights treats of the distinction between "probationary" and "temporary" positions within the meaning of the Selective Service Act of 1948. The Act and other statutes provide that persons who left civilian jobs "other than temporary" to enter the armed services are entitled to reemployment in their jobs and other rights.

### Clarifying Questions

Based on questions which have arisen throughout the country, the Labor Department letter attempts to clarify the subject. Two typical questions, with answers, follow:

**Q.** What generally is the meaning of "probationary" as it appears in collective bargaining contracts?

**A.** The term "probationary" is generally used to indicate a specified period of time must elapse before an employe obtains full-fledged status which entitles him to certain rights, such as seniority, vacation, insurance, automatic pay increases, promotions, recourse to grievance procedures, etc. The purpose of the probationary period may be to increase the employe's experience, training and skill. It may be to determine his ability and attitude, or it may be only a "lapse of time" as a matter of policy, or a combination of the three.

**Q.** What would be the reemployment rights of an ex-serviceman who had served three months of a six-month probationary period at the time he entered military service?

**A.** Assuming that the same rules remain in effect for probationary employes, such an ex-serviceman would be reinstated as a probationary employe with credit for the 90 days of his probationary period served in his former position.

Local union officers and others interested in the subject may study the letter at any local State employ-

## Diaper Service Drivers Do 'Research'



These members of Teamster Local 560, all drivers for a Jersey City, N. J., diaper service, are doing some practical research in the care of their young clients. Nurse Mary B. Hanley, who teaches the Red Cross course in mother and baby care and family health at the Jersey City chapter, shows Teamster John Kiefer, new grandfather, the proper way to bathe baby. Waiting their turn, from left, are Brother Unionists Robert Walker, William Moore, John Ryan, Jr., and William Dooley.

ment service office, or it may be obtained by writing the U. S. Department of Labor's Bureau of Veterans' Reemployment Rights, Washington 25, D. C. Ask for Field Letter BVRR No. 11.

## Asks for Uniform Signal System

Lack of uniformity in the type and location of traffic signals is causing unnecessary accidents and adding to highway congestion, a study by the Traffic Institute of Northwestern University holds.

The diversity of signals and direction signs results in "a babble of tongues" that is confusing to many motorists, the report finds. While better roads and streets have been provided, too often procedures have been neglected or overlooked which would result in safer traffic movement.

In *Traffic Review*, published by the university, a writer says:

"The motorist, be he urban or rural, cares little who exercises control over the routes he travels." Signal lights which may appear overhead in one town and on high posts at the side of the street in another are things which bewilder the traveler, he writes.

"While a driver may be familiar with different types of signals in one area, lack of uniformity is especially confusing to those making a trans-continental trip.

"It has been well said that millions of dollars are spent in schools so that we may all speak a common language, but in the treatment of traffic there is a babble of tongues," the writer says, adding that states and cities must work closely together to achieve the safety and service demanded by the public. Until traffic controls become uniform, he concludes, pedestrians and motorists alike will continue to be "subjected to needless delay, suffering and death."



# Local 107 Has 'Safety Clinic'

HENCEFORTH, when there is a mishap involving one of the 10,000 members of Local Union No. 107, Philadelphia, the accident will be taken into a special "clinic," operated on and all its vital parts examined carefully by a board of safety specialists.

The safety program, inaugurated by Local No. 107 in cooperation with the Pennsylvania Motor Truck Association, aims at accident prevention, not cure, stresses Edward P. Crumbock, secretary of the local, who conceived the unique safety plan.

Officially labeled the "Philadelphia Accident Prevention Program," the drive accents not only safe driving and courtesy, but also "defensive driving." This phase of the program emphasizes that the truckers must go beyond merely observing the law and following safe driving rules themselves. They also must be alert for "accident situations" and keep an eye peeled for mistakes by other drivers.

## Appear Before Board

When a driver has an accident which his employer considers preventable, he will be asked to appear before a board of four men—two local business agents and two members of the state motor truck association. Every phase of the accident will be discussed—not from a criti-

## Safety Record

The nation's traffic death rate during the first half of 1949 was the lowest ever recorded, the National Safety Council reports. Rate for the first six months of the year was 7 deaths per 100 million miles of travel. Previous low was registered during the first five months of 1948, when 7.2 deaths per 100 million miles were recorded.

## Experiment Sponsored by Teamsters And Employers' Group Seeks to Determine Cause of Accidents, Break Up 'Cycles'



Joint employer-Teamster safety program gets under way in Philadelphia. Left to right—James Clark, chairman of the Pennsylvania Motor Truck Association; Edward Crumbock, Teamster International Vice President; Judge Harry S. McDevitt, and Teamster Walter Baker, a member of Local 107.

cal viewpoint, but from the standpoint of curiosity.

Sponsors of the program believe the best way to prevent accidents is to find out what causes them. Crumbock believes the safety "clinics" will make drivers accept more responsibility for their jobs and the operators accept more responsibility for their equipment.

The business agent pointed out that accidents usually run in cycles.

"A driver will go along for years without any trouble," Crumbock said, "then he will become involved in a series of minor accidents, such as torn fenders and broken tailboards.

"We'll bring that fellow in and talk to him. We'll find out the cause of the accidents, decide how it

might have been prevented, and the fellow will become more careful."

On the other hand, the Local No. 107 official stated, it might be found the owner of the truck may be at fault due to imperfect equipment or lack of proper upkeep. Thus, the cause of accidents is attacked from two sides.

Crumbock holds that this double-barreled approach to the safety problem must not last a week, a month or a year, but continuously.

"This must be a continuous program—not a drive that might last a week or a month, but forever," he declares. "It will call for continuous effort on everybody's part, and if we receive the cooperation we expect from other drivers on the highways, I am sure that many accidents will be prevented."



# Teamsters Aid Stricken Tot

**T**HE "asthma baby" is doing just fine in a new home at Bend, Oreg.—thanks to a lot of hard-working, warm-hearted Teamsters. The "asthma baby" is 27-month-old Bobby Lee Cox, son of Teamster Jim Cox of Portland Local 162 and Mrs. Cox.

In mid-August, the Cox family had almost despaired because of the physical condition of their son. The child suffered from bronchial asthma. Doctors warned that unless he could be moved to higher country he could never be cured and might succumb to one of his repeated asthmatic attacks.

The family had exhausted savings on treatments for Bobby. Welfare agencies held out no encouragement. The firm for which Cox worked, Pacific Fruit and Produce Co., could not promise that the company would be able to transfer Cox to a climate in which his child would have a fighting chance for life. Finally the Coxes appealed to their Teamster union, Local 162.

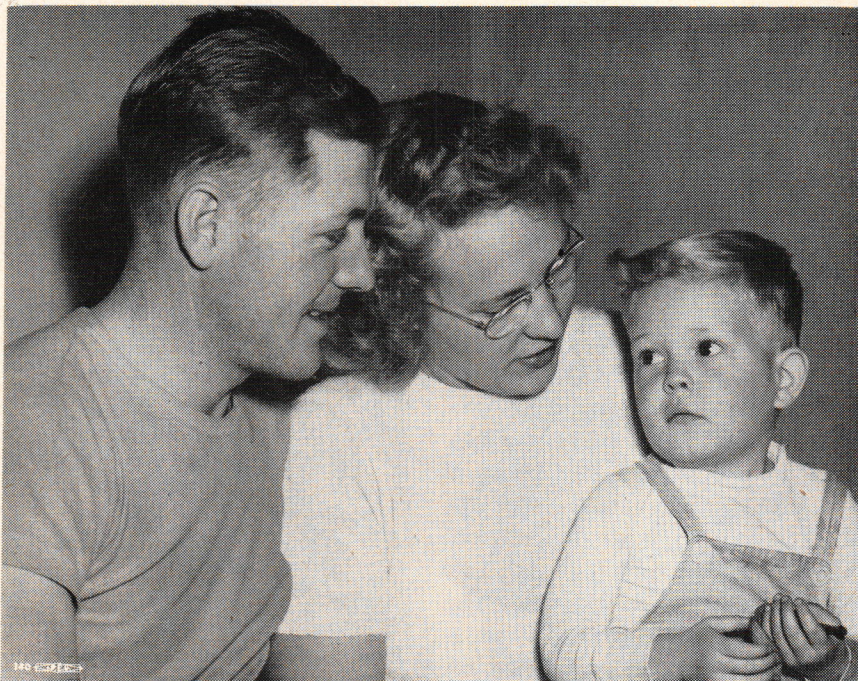
Secretary Jack Schlaht brought the case before the local's executive board which immediately voted to provide transportation for the family's household goods to Bend and donate a sum of \$200 in addition.

Meanwhile, at the other end of the Cox's "rainbow," Hugh Cole, secretary of Teamster Local 321, Bend, was hard at work lining things up for the arrival of the "asthma baby."

Cole helped the family find a small house at 77 Gilcrest Ave. and also attempted to get Cox a job with the Bend branch of Pacific Fruit and Produce Co.—but without any success.

However, the Bend branch of General Grocery Co. came to the rescue with a driver-warehouse job for Cox when Cole contacted them. On the first night in town, Local 321

## *Oregon Teamster Locals Come to the Aid Of 'Asthma Baby' by Providing Suitable Climate for Child Warehouse Job for Dad*



A home in a new climate, brought about by Oregon Teamsters, has brightened the outlook of 27-months-old Bobby Lee Cox, shown above with his parents.



Moving day. At left is Mike Pfeifer, transfer driver, who took the Cox belongings to Bend. Center is Cox and at right is Hugh Cole, secretary, Local 321, Bend.

provided the family with hotel rooms at the Pilot Butte Inn.

Friday, August 19—just a week after the distraught Cox family had

first appealed to the Teamsters—Jim said goodbye to his wife and two sons in their new home in Bend and went off to work on his new job.



# Slow-Down Is Fault of the ICC

**T**HE TRUCKING industry "make-work" policy of the Interstate Commerce Commission, which is causing a vicious "slow-down" in the railroad freight hauling business, is contained in the truck-leasing chicanery prevalent throughout the 14 years of Federal regulation of motor carriers, and which has reached its peak during the past 15 months. The unbalanced state of freight transportation in the United States today is due to the phantom regulation of the motor carriers in the mixture of "free enterprise" and "capsule coding" that runs into absurdity when applied to a public utility. Certain it is that the public welfare has suffered immeasurably by the ineffectiveness of the Interstate Commerce Commission to cope with the blandishments of the "gypsy" exploiters and the leasing fancy-Dans. Is it any wonder that the decent elements in the nation's transportation establishment despair at appealing to our government to protect the general welfare when the record of the Interstate Commerce Commission is so vacillating and timid?

## **Sharp Practices**

The recent case (Interstate Commerce Commission—MC-43), in which the Teamsters Union played a major part, dealt solely with the sharp practices in truck-leasing; and, as a result, the Government records are full of facts and figures which nobody can avoid.

As several witnesses pointed out, the carrier which owns no equipment, in effect, shirks its responsibilities, misleads the public, and also has misrepresented to the Commission its abilities to provide a public service.

Mr. Morrow, General Freight Agent, Orscheln Brothers Truck Lines, Inc., Moberly, Mo., stated:

## ***Truck-Leasing Abuses Laid at Its Door; Phantom Regulation of Industry Borders On the Brink of Absurdity as Public Suffers***

"Another thing is that when we go to the Commission and ask for our certificates to be granted to us we ask them for that certificate and it is granted, then we dedicate our equipment, our services, our facilities, and all to the public. The public thinks that they are being, their shipments are moving in owned, controlled vehicles to destination."

## ***Gypsies Uninterested***

It is not possible to claim that carriers who own no equipment are able to render an adequate public service. The carrier's lack of equipment puts him at the mercy of the owner-operators. Gypsies are not interested in miscellaneous freight, and would not go 30 miles to pick up a few dollars traffic as common carriers are obliged to do. The trip-leaser shops around and his entire attitude depends on the volume of traffic available at the spot he happens to be. Where there is abundance of traffic, "he will pull into a parking lot or truck station and begin shopping around amongst the carriers to find out which one needs him to the extent that he would be willing to pay more than some other carrier." Consequently, a chaotic condition develops at such points since carriers gauge their rates "on what it costs them to employ these trip lease fellows."

Mr. Craft, a resident of Glenshaw, Pa., has driven trucks for 15 years. He was an owner-operator for about two and a half years, or from December 1945 to May 1948, during which period he hauled for four carriers. He financed his purchase of equipment with his savings

as a driver, and was encouraged to buy equipment and become an owner-operator by a carrier. He lost his equipment in May 1948.

While he was an owner-operator, he constantly exceeded the limitations on the hours of service, but he corrected his log so as never to reflect these violations. He maintained his own truck but marked time so spent as "off-duty"; the protracted hours frequently spent unloading were also marked "off-duty." He once drove 29 hours without rest.

The companies for which he worked required him to turn in his log, but they never checked it. They could have discovered that he was exceeding the limitations on the hours of service had they really checked. The only thing he was ever told was "Don't show too many hours driving time." Only one of the four companies for which he worked ever looked at his physical examination certificate.

## ***Gear Not Inspected***

The companies never inspected his equipment during his several years' experience, but merely asked if it was in good shape and met safety requirements. "I never recall a driver telling me they inspected his equipment." He loaded in excess of the legal limits because it was necessary in order to exist. Naturally, he overloaded because he was compensated by the ton. The companies for which he worked were aware that he overloaded. There was no public liability insurance on his equipment because he could not afford the premium.

Owner-operators would be better



off if leasing were abolished. He knows many drivers who lost their equipment but none who "got up there," in the last six or seven years. He averaged making 25c or 30c an hour for both himself and his equipment, although the hourly wages of employed drivers were far above this, and probably \$1.285 an hour.

The equipment of the companies for which he worked as an employee-driver was better maintained than his own. "... if a truck broke down they could hire a broker to repair it, and if my truck broke down, I would have to repair it in a hurry, or I would not have any payday coming, and to my mind, that is the difference between the two operations."

The sole responsibility for correcting the above-mentioned evils lies with the Interstate Commerce Commission. The continuance of its delaying and stumbling tactics will throw the nation's complete transportation agencies into such a frantic state that the financial stability of the rail and truck lines will vanish in thin air.

## Springfield Driver Is Regional Winner

Winner of regional driveaway Rodeo honors at Detroit, Roman Renn of Local Union No. 654, Springfield, Ohio, is eyeing the national championship of contests sponsored by the National Automobile Transporters' Association.

Brother Renn, an employe of the Kenosha Auto Transport Corp. of Springfield, won first place in his division last year and plans to duplicate the feat in the finals of the national contest scheduled for Detroit October 1-3.

In addition to driving over an obstacle course, participants in the contest must pass a written examination, an appearance test and must know the elements of first aid. Brother Renn received 280 points out of a possible perfect 300 points.

## Delegate to Union Conference



Mr. and Mrs. Dave Beck board the Pan American Airways stratocruiser "Westward Ho," bound for London. Teamster Executive Vice President Beck is a fraternal delegate to the British Trade Union Congress, which will be held at Bridlington, England, September 5 to 9. While abroad Brother Beck will tour England and the Scandinavian countries and will address trade union groups. America's other fraternal delegate to the Congress is Harry C. Bates, president of the Bricklayers, Masons and Plasterers International Union.

The 35-year-old Teamster, in addition to his contest honors, holds an emblem certifying he has driven six years without an accident.

## Two States Study Highway Problems

Long-range highway planning studies have been authorized by the legislatures of Idaho and Pennsylvania.

The Idaho act sets up a highway study committee composed of the governor and four legislators. The

committee is to arrange for competent persons, from outside the state, to make a complete study of the highway department and all highways and bridges. Special consideration will be given to economic overall planning.

In Pennsylvania, an 11-member committee will be appointed by the governor to plan a long-range highway program to meet actual and anticipated traffic needs, solutions for traffic congestion and improvement of urban highways and farm-to-market roads.



# New Hampshire Victory Hailed

THE RECENT unanimous arbitration award involving Teamsters Local Union No. 633 of New Hampshire bids fair to hasten the trend toward a uniform wage pattern in the nation's trucking industry. There is no doubt that this trend has been developing for the past several years, and that its acceleration by the New Hampshire award is evident.

## **Uniform Wage Basis**

The employers' insistence that Maine, New Hampshire, and Vermont should be frozen apart from the rest of the United States was the artful, well-worn maneuver to make common sense unfashionable. The arbitrators were able to digest the trends from the bends, and arrived at a decision which should place the New England trucking industry on a uniform wage basis within a very short period of time. That situation will be welcomed by the Union mainly because all operators will be placed on the same labor cost basis and the "runaway shop" employers will not be able to undermine the fair business competition of the employers in the larger cities.

More than any other aspect, the arbitrators recognized the regional complexion of the trucking industry, and the relation between the New Hampshire trucking movement and the New England rail and motor freight business. Another joker, which proved to be a dull trump card indeed, was the assumption that low wage rates were necessary for fair profits. The arbitrators were constantly on guard to keep out of the ramifications of establishing freight rates and revenues by holding the truck drivers wage costs below a decent standard.

The unanimity of the award should serve as a guidepost for establishing the New Hampshire contract in Maine and Vermont; es-

## **Arbitration Award in Favor of Local No. 633**

### **May Hasten the Trend Toward a Uniform**

### **Wage Pattern in Trucking Industry**

pecially since the employers insist on the uniformity in economic and wage conditions in the three states.

The venom inherent in the Taft-Hartley law not only prevented the orderly settlement of the New Hampshire case, but caused serious financial losses to the drivers, the employers, and New Hampshire industry generally. Senator Tobey, whose courage and honesty were so well displayed in the Textron exposure, should investigate the dreadful effects of the Taft-Hartley law in his own state. By studying the costly court injunction proceedings and the causes of the 58-day strike, which reduced a large group of his constituents to accept charity pittances, he will be convinced that the "great leveler" qualities of the Taft-Hartley Act contain too many other deathly attributes. The Senator would learn how absurd the Taft-Hartley Act is when it purports to give the rich man equality at the bargaining table with his employee who is on receiving terms with the welfare agencies.

## **Clever Propaganda**

The freedom and democracy of the Union member, which the self-anointed disciples of Big Business have fostered in the Taft-Hartley law, are merely ghosts for clever advertising propaganda in the light of events in the New Hampshire trucking negotiations. The Employers Negotiating Committee accepted an invitation of the Union to address a mass meeting of their employees for the purpose of presenting directly the industry's position in the wage negotiations. A secret ballot by the drivers, following the employers'

pleasantries, was cast almost unanimously for the strike. Throughout the long negotiation period the Union begged for arbitration of all issues in dispute; the employers, buttressed by the Taft-Hartley Act, rejected the Union's request.

## **NAM Beating Drums**

Today under the partisan parsimony of "long range public interest" the National Association of Manufacturers is sounding the drums for additional restrictive labor legislation in order "not to destroy collective bargaining itself." This is stalwart statemanship with a capital \$! The Teamsters Union would welcome an investigation by Senator Tobey of these voluntary contributions to humanity had they been superimposed on the recent New Hampshire trucking case.

## **Teamster Rescues 3 Wreck Victims**

Another example of valiant service on the highways by union Teamsters has been reported by Local Union 100, Cincinnati, Ohio.

Business Representative Earl G. Quigley of Local 100 discloses that Teamster Lyle Bush, a member of Local Union 406, Grand Rapids, Mich., recently rescued three persons who had been pinned in the wreckage of a station wagon which overturned on the Colerain Pike, near Grosbeck, Ohio.

The wreck victims were cut and bruised, but none was seriously injured.

Brother Bush is employed by the Holland Motor Express company.



# AFL Offers Plan to Beat Slump

A GENERAL note of optimism was sounded in the American Federation of Labor executive council's report on the nation's economic trends.

To fight sporadic unemployment, however, the council recommended a three-point program. It urged:

1. Carrying through of President Truman's directive for government agencies to increase their purchases in areas which are affected seriously by factory shutdowns and unemployment.

2. Preparation of a "shelf" of public works projects which could be launched quickly in slump-stricken localities.

3. Prompt adoption by Congress of the pending housing bill which would permit low-interest government loans to cooperatives and non-profit groups for the erection of moderate-rental apartments badly needed by average-income groups.

At the opening session of its mid-summer meeting, the executive council hailed mounting evidence that business is picking up throughout the nation.

AFL President William Green told his press conference that the council was especially gratified by reports that unemployment is leveling off and that the backlog of orders for manufactured products is increasing. The banner season in building construction, he said, is helping to revive industrial production generally.

Before adjourning its sessions, the executive council will participate in shaping future plans for the 1950 congressional election campaign through the machinery of Labor's League for Political Education; review legislative developments affecting labor; formulate AFL's policies on the international labor front in connection with the forthcoming es-

## *Executive Council Optimistic Over Trends*

### *In Nation's Economy; Three-Point Program*

#### *Recommended to Fight 'Sporadic Unemployment'*

tablishment of a worldwide organization of free trade union centers, and draft its annual report to the October 3 AFL convention at St. Paul, Minn.

Because of the press of work, the council voted to hold regular night sessions in an attempt to wind up the meeting within one week.

The text of the statement issued by the council on economic conditions follows:

"The executive council is gratified by cumulative indications that business activity is increasing and that unemployment is leveling off.

### *Propaganda Campaign*

"We wish to reiterate at this time that there is no justification for an economic depression in the United States. In fact, we attribute a good deal of the 'recession' talk which was current earlier this year to a deliberate propaganda campaign designed to clamp the brakes on wages.

"While unemployment has now reached a total of 4,000,000 according to government estimates, employment is still near the high 60,000,000 figure and serious dislocations have occurred only in relatively few localities and in few industries. As a whole business conditions are good and showing improvement.

"Nevertheless, when unemployment reaches the highest point since pre-war days, it is time for action. We commend President Truman's order to government agencies to increase purchasing in communities which have been hard hit by factory closings and unemployment. We also emphatically urge that Congress

authorize the preparation of a 'shelf' of public works projects as a preparatory and precautionary step. Such projects could then be put into operation to stimulate business activity and create jobs in any locality which may encounter an emergency situation.

"Furthermore, the executive council calls upon Congress to approve before adjournment pending legislation to encourage the construction of moderate rental apartments for families just above the low-income group. This legislation, which would involve no government subsidies but would authorize low-interest loans to cooperatives and non-profit groups to build apartments, is badly needed to supplement the public housing and slum clearance program already approved by Congress. The shortage of rental housing in the \$50 and \$60 a month level is acute and new construction activity in this field would serve as a stimulus to all of industry."

During its final sessions, the Executive Council assured an active role for labor in the 1950 elections. A program was adopted to raise funds for Labor's League for Political Education, the AFL's political arm.

The administrative committee of LLPE approved plans for soliciting \$2 voluntary contributions from AFL members and persons sympathetic to organized labor. Funds collected will be used to finance campaign activities.

Through such contributions, the League hopes to raise a one million dollar campaign fund, LLPE Director Joseph D. Keenan said.



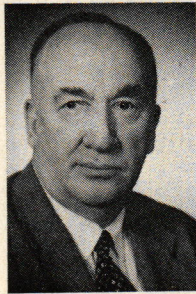
# Members of A. F. of L. Executive Council



**William Green**  
President



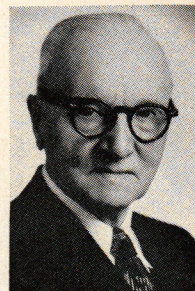
**George Meany**  
Secretary-Treasurer



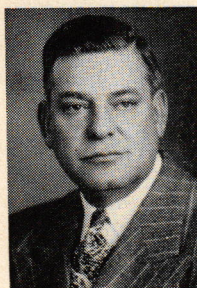
**W. L. Hutcheson**  
1st Vice President



**Matthew Woll**  
2nd Vice President



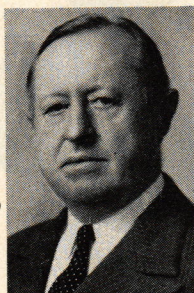
**Joseph Weber**  
3rd Vice President



**G. M. Harrison**  
4th Vice President



**Daniel J. Tobin**  
5th Vice President



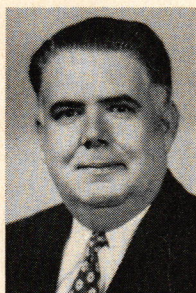
**Harry C. Bates**  
6th Vice President



**W. D. Mahon**  
7th Vice President



**W. C. Birthright**  
8th Vice President



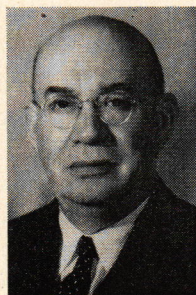
**W. C. Doherty**  
9th Vice President



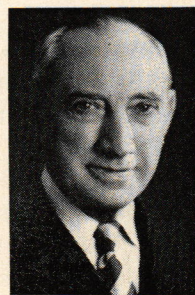
**David Dubinsky**  
10th Vice President



**C. J. MacGowan**  
11th Vice President



**Herman Winter**  
12th Vice President



**D. W. Tracy**  
13th Vice President

The action of the committee approved recommendations made at a political conference in Washington earlier in the summer. The conference was attended by representatives from state and local affiliates of the AFL, who discussed general strategy to be used by LLPE.

The AFL council also voted to send a five-member delegation to the London meeting November 28 of the constitutional assembly of the new international federation of free trade unions.

Free trade union representatives from 50 nations are expected to attend the London assembly to complete organization of a new labor

federation to replace the tottering Soviet-dominated World Federation of Trade Unions.

AFL President Green said formation of the new free labor group will be the "most effective barrier" against further Soviet aggression. He added that free trade unions, united in a worldwide organization, could thwart the Russians' strategy of grasping power in smaller nations by taking over their labor movements.

Another significant step by the Executive Council was a decision to buy time on a national radio network to present an AFL news program. Under present plans, the

program will begin next year and will afford AFL members and the general public the opportunity to get labor's views on news events and issues presented by well-known commentators. The program will be heard five nights a week, with three of the weekly programs being sponsored by the AFL and the remaining two by LLPE.

As the Council ended its deliberations, President Green told a news conference that LLPE in the 1950 elections will give particular attention to defeating Senator Robert A. Taft of Ohio and Senators Donnell of Missouri, Capehart of Indiana and Milliken of Colorado.





## *Teamsters Deliver Five-Room Steel Houses Throughout the Nation*

**T**EAMSTERS, widely experienced in transporting by truck everything from a bottle of milk to heavy machinery, now are delivering five-room houses to points throughout the nation. And, in typical Teamster fashion, they are writing an impressive record of accomplishments.

These "home delivery" drivers are members of Local Union No. 311, Columbus, Ohio, and are associated with a corporation which mass produces modern steel homes which can be erected and ready for occupancy within a few days.

### ***New Transportation Idea***

While the porcelain enamel steel prefab house is a new idea in housing, the shipping from factory to building site of the parts that make up the house also represents a new idea in transportation in this field.

The company designed a home that could be erected in a minimum of time. It has a huge factory—1,100,000 square feet in all—for the manufacture of parts on high-

speed presses and it has conveyORIZED this plant in keeping with the modern trend in mass production.

Up to this point, it has pretty well followed the pattern of a modern industry planning volume production. However, it still faced the problem of finding the most efficient method of getting these parts to the building site.

### ***Special Trailer***

Out of the thinking and planning came a specially-designed trailer, 32 feet, 4 inches long, eight feet wide, with a 12 foot, 3 inch loaded clearance. On this truck can be loaded the more than 3,300 individual pieces that go to make up a complete, ready-to-move-in home. And it is estimated that production of 100 homes a day, a trailer will be completely loaded every 13 minutes.

The company expects eventually to have 900 trailers and 300 tractors to haul them to cities and towns throughout the nation.

Through a carefully worked out series of safety programs and the

active and enthusiastic cooperation of the drivers, the safety record to date has been extraordinary and it is felt that, in the future, the company's trucking operations will be in the forefront so far as safety records are concerned.

### ***Fine Safety Record***

In addition to the fine safety record, the drivers have won praise for the skillful handling of their equipment and a number of unsolicited letters have been received by the company from dealers telling of their cooperation at the building site.

The drivers have also been of great service to the company with the general public, as letters from gas stations where they have stopped to fill up, restaurants where they have eaten and overnight camps where they have slept tell of their distribution of literature at these places and of their attempts to answer general questions. One newspaper editor in West Virginia was so impressed that he wrote, compli-



menting the driver and added that, as a result of this, he not only wanted a story about the home, but also was thinking of buying one.

### ***Loaded Trailer***

The completely loaded trailer and cab weigh approximately 45,000 pounds with a weight of less than 18,000 pounds per axle. This trailer is used not only for transporting the house parts, but it is a vital cog in the plant's assembly line and of the dealers' operations at the building site.

Conveyors carry parts from the manufacturing and processing sections of the plant to the shipping line, where they are loaded in specially-designed compartments in the reverse order in which they are needed in erection. Thus, the first

parts loaded are the last to go into the home and the wall sections, first parts put up in the field, form the outside bracing on the truck.

These trailers not only facilitate the loading of parts in the plant and the unloading in the field, but they also serve as a warehouse for the dealer while the home is under construction. The cab is unhooked from the trailer when it arrives at the site and then the tractor hauls an empty back to the plant.

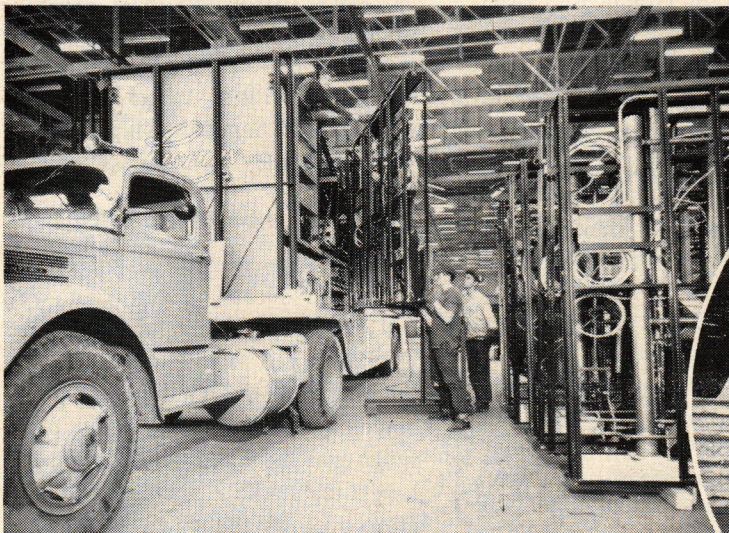
### ***Safe Delivery***

Long-distance home delivery doesn't bother a Teamster at all. Recently, a Teamster delivered a home to Miami and averaged 20 miles an hour on the trip. The house arrived in perfect condition, not even a window pane cracked.

Originally, the homes were moved by rail, but the swaying and bumping of box cars chipped the porcelain finish and otherwise damaged the parts. The firm turned to trucks and found their damage problem was solved. Furthermore, they found their transportation expense whittled approximately \$800 per house. With this saving, the company is able to deliver a five-room home to virtually any site in the country for around \$8,000.

### ***Wind Resistance***

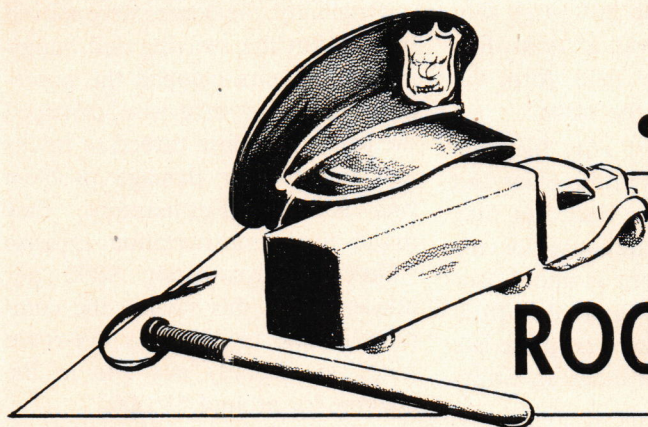
Drivers on the initial runs found the loads tough to handle, but not more so than any other steel load. There is high wind resistance on the loaded trailer. Engineers, however, are developing a heavy canvas tarpaulin to reduce wind resistance.



Above—This truck being loaded at the plant at Columbus, Ohio, carries an entire home, complete with bathroom fixtures, oil furnace, automatic hot water heater, combination clothes and dish washer, etc. Workmen are packing exterior panels. There's a place for everything, and the truck is loaded so that parts needed first come off the truck first. Above, right—The assembly line is largely manual now, but when completed, continuous chains and roller benches will handle the job of loading a completed five-room porcelain enamel steel home every eight minutes. Workmen here fit framework for a wall onto the big rig. Right—Immediately after the concrete foundation of the home hardens, workmen begin installing the plumbing, wall and wall sections. The trailer shown in the right background carries entire home and is used as an erection tool.







Courtesy of Cookeville Police

## ROADSIDE ROOM SERVICE

**C**OOKEVILLE, Tenn., (pop. 4,326, and growing, is noted for its country ham, fried chicken, sorghum molasses, hot biscuits and courtesy to Teamsters.

This enterprising eastern Tennessee city, under the sponsorship of its chief of police, Hubert Crawford, other town officials and businessmen, has a unique program for helping over-the-road truckers which is making it one of the most popular stopping places in the nation.

### Open Streets to Truckers

While other cities and towns were slapping rigid restrictions on the movement of Teamsters, Cookeville literally threw open its streets to drivers of the big jobs. Chief Crawford, who believes the police officer's first duty is to assist citizens, goes out of his way to invite Teamsters to park on Cookeville's streets.

If the drivers want to sleep in their trucks, the Cookeville police department's patrol car officers will keep a watchful eye to see they are not hijacked.

This is hospitality most truckers dream about, but never find. But, the Cookeville police don't stop with this service. The department gives the visiting Teamster a welcome card. It has space for the driver to write the time he wants to be awakened. The card is placed under the truck's windshield wiper and at the specified time a Cookeville officer arouses the trucker.

There are designated areas in downtown Cookeville for Teamsters to park, but trucks also may be parked on side streets. The "parking tickets" on which the drivers state the time they want to be called comment on the goodness of Cookeville's famous dishes, food that has

been "approved" by hundreds of truckers by "taste test."

The Cookeville program is a boon to Teamsters, but the town also is reaping benefits from the good will policy. In the first place, not a single truck driver has been arrested for a traffic violation since the program began. But, more important for Cookeville's merchants, the town's Good Samaritanship has won it considerable new business.

### Located on Main Line

Cookeville is located on Route U. S. 70 North, about half way between Knoxville and Nashville. The route is a main East-West thoroughfare for heavy hauling units. Since the Cookeville hospitality campaign was launched, truckers on the long drag make it their business to stop over in the town which has gone out of its way to make them welcome.

Many of the truckers come back for a week end of Cookeville's famous fishing and bring their families with them. Needless to say, the town's hotels, service stations, restaurants and other businesses are 100 per cent behind the program.

### TRUCK DRIVERS COURTESY CARD

Welcome to Cookeville!

"The Hub of the Upper Cumberland"

Home of Tennessee Tech

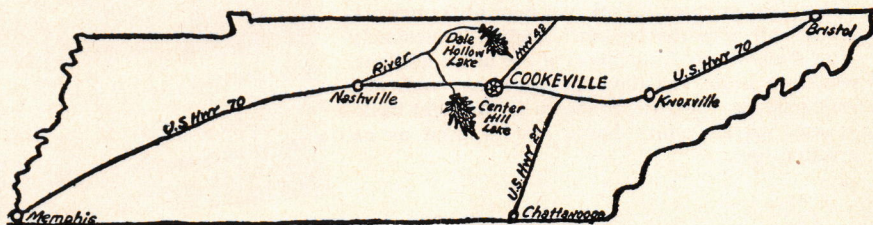
NOTED FOR COUNTRY HAM,  
FRIED CHICKEN, SORGHUM  
MOLASSES AND HOT BISCUITS

If you want to sleep just park on the Public Square or on the side of street.

Write below the time you want to be called and police will wake you.

Courtesy Police Department,  
Tel. 106 Cookeville, Tenn.  
COME BACK AGAIN! (OVER)

Cookeville courtesy card invites drivers to spend night, extolls town's cooking.



Courteous little city is situated in Eastern Tennessee, lies on busy Route 70° North.



Chief Crawford is a former Army colonel and served as provost marshal during World War II. During the first World War, he was with the Wildcat Division. The Cookeville police head has been a law enforcement officer all his life with the exception of the time he spent in the Army. He became chief of police about two years ago.

### Recreational Area

The town which has become a "haven for Teamsters" is located in the foothills of the Cumberland Mountains. Today, it is the center of a vast recreational area lying between Dale Hollow Lake to the north on the Obey River and Center Hill Lake to the south on the Caney Fork River. The Chamber of Commerce of Cookeville boasts that a traveler visiting the city can find a crystal-clear lake with fine fishing and boating within 20 minutes.

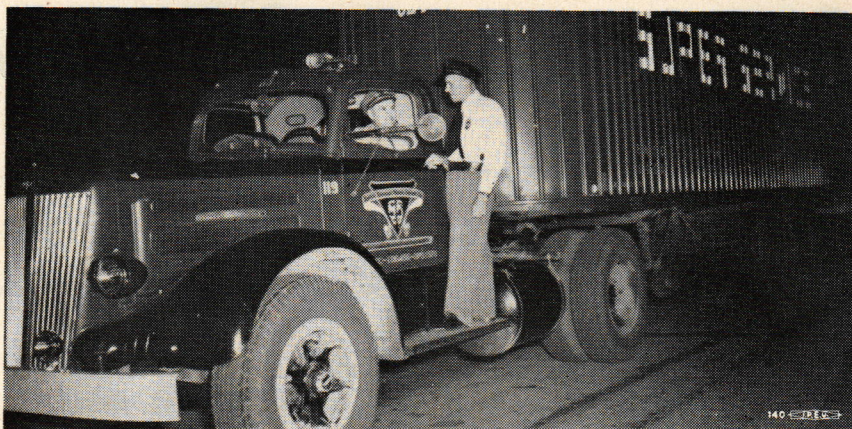
Teamsters who travel through the area find drives of scenic splendor at every turn. Mountain streams tumbling down the Cumberland's foothills and the rolling valleys give the Tennessee region a wealth of natural beauty.

The truckers appreciate the scenery and the fishing, but to them the most attractive thing about Cookeville is its welcome mat. They hope the idea is contagious and that other towns will inaugurate courtesy programs similar to that in Cookeville, which often is the host of more than 25 big trucks in one night.

### Christmas Cards

The truckers have not been reluctant to let the town's progressive police department know they appreciate the service. They drop in to call on Chief Crawford whenever they get the chance.

And, they remember Cookeville when they get back home from a long trip. This was proven last Christmas when the city's police department received over 200 Christmas greeting cards from truckers in 35 states.



As big truck rolls into city, Teamster is greeted by police officer with courtesy card.



Leaving trucks in parking areas, drivers chat with officers over a cup of coffee.



Teamster is awakened by police, who watched over him and truck during night.



# Our Horse and Buggy Highways

AMERICAN ingenuity has given us "teardrop" autos and super motor transport vehicles, but backwardness in government officialdom is keeping us on a horse and buggy highway system.

The problem of keeping decent highways beneath a vast and still fast-growing number of modern autos and trucks is discussed candidly in a study by Wilfred Owen, traffic expert for the Brookings Institution of Washington, D. C.

Owen jumps squarely into the middle of the problem by citing the nothing short of spectacular growth of the automotive age. He points out that 79 cents of every dollar spent for passenger travel goes for automobile purchase and operation. Thirteen cents are spent for local service by street car, bus and ferry, and only seven cents for travel on railroad, airlines, bus and water transport. Autos are the fourth-ranking expenditure in the family budget, coming after food, housing and clothing.

The motor truck industry has

mushroomed in size since 1939, the study shows. In 1948, there were 7,700,000 trucks registered, compared to less than five million at the prewar peak. Over-the-road ton miles by trucks have increased 80 per cent since 1939.

All in all, the number of motor vehicles rolling over the nation's highways increased from 8,000 in 1900 to more than 40 million in 1948.

Progress in highway development has lagged sadly, and the study by Owen shows where it has failed.

## *Needs Offset Advances*

Admittedly, considerable accomplishments have been made in building the nation's highway network (we had 1.4 million miles of improved roads in 1941 compared to 104 miles in 1904). But, our

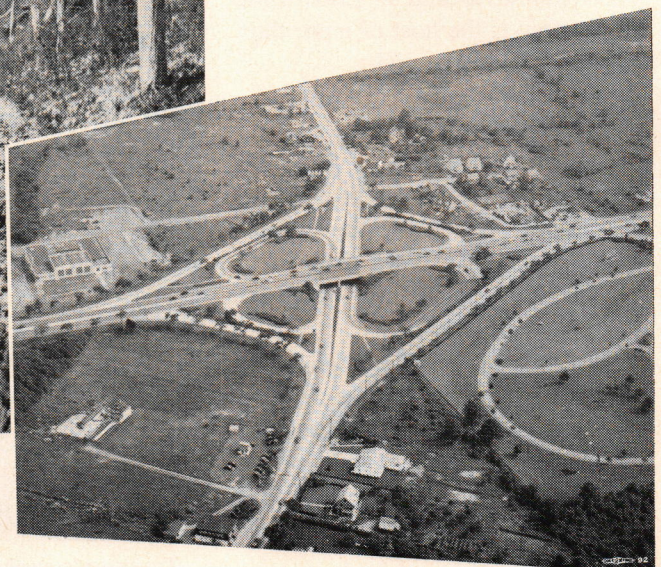
achievements are not keeping pace with the needs.

This can quickly be seen in the serious congestion problem which grips most of our strategic highways. Studies show congestion causes almost as much increased costs as unimproved roads. For instance, gasoline mileage on concrete surfaces has been found to be twice that attained on gravel surfaces, but gasoline consumption has likewise been found to be twice as great in congested traffic as on adequate paved highways. Tires wear out three times faster on dirt roads than on paved highways, but road tests have shown they may wear out as much as seven times faster on congested streets than on rural roads.

Our highway development during the 1920's—the greatest period of road building was 1920-1941—was designed to meet the needs of the minute. The program sought to give an auto-minded nation better highways as quickly as possible.

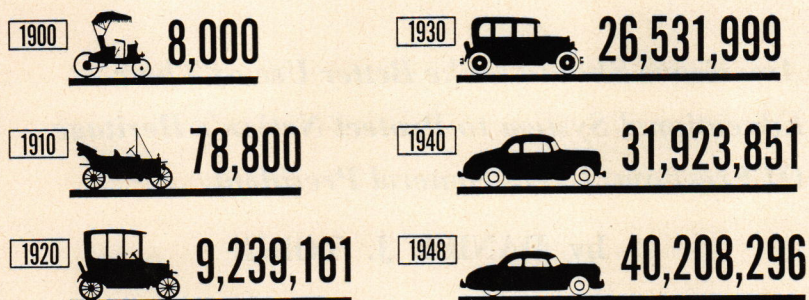


We have come a long way from the days of the mud roads above, but what is needed to lick our traffic problems are more well-planned highway designs such as the one at right.





## FORTY-EIGHT YEARS IN MOTOR CARS



Teamster Chart From *Automotive Industries Report*

Thus, this major period of highway development was one in which roads were widened and surfaced rather than redesigned and adapted for the motor age.

Today, we face new and costly designs in road building to meet traffic requirements, which are growing more serious every day.

Faster speeds and soaring traffic volume call for wider pavements, straighter alignments, traffic lane separations and opportunities for safer passing. The two-lane highway is an antique trail in the light of today's motor traffic.

The nation's highway problem can be solved in only one way: By boldly recognizing the full significance of our road-building shortcomings and adopting an aggressive program for correcting them.

### Costs Increase

The cost will be great. Highway costs have gone up considerably, due in large measure to the higher standards which must be met. In highly developed metropolitan areas, rights of way costs are great.

But, the need for building for the present and the future is great indeed. And, we should profit by the experiences of our last great road-building program; we must plan a network of roadways adequately designed to serve our expanding motor transport system for many years to come.

The question of highway development is of vital interest to Team-

sters, whose future is tied up with that of the nation's transportation system. Today, the average person is understandably bewildered by the mountains of statistics which point to the causes of our traffic problems. But, while he may not understand the diagnosis, he is painfully aware of the illness and knows what we need for a healthier highway system.

Traffic engineering studies—and practical use — have proved the value of the center-line for cars, the use of traffic lights, the establishment of readable, standardized signs. Such steps require little money, yet they are absent in many areas.

Encroachment on highways by roads from residences and business

establishments has reduced many four-lane thoroughfares to snarled-up, slow-moving roads. California's Route 26 and the Boston Post Road are cited as examples where numerous driveways and business entrances have hampered the movement of traffic.

The Brookings expert feels—and men who man the heavy trucks will agree—that our through-traffic highways must be protected against such invasions. He declares that "every through-traffic artery carrying an appreciable traffic volume needs to be designed for one job only—that of carrying the traffic swiftly, safely and economically . . . entrance and exit of traffic must be permitted only at predetermined locations."

When highways are planned for through traffic, when they are designed to fill the demands of improved vehicular traffic of the motor age and when we have a uniform traffic code for all states, then—and only then—we can say that our highway system has gotten into step with the developments of automotive science.

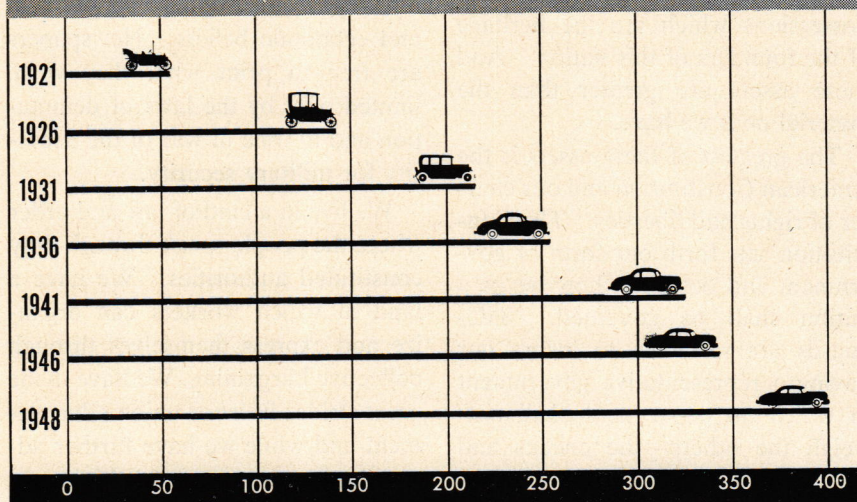
### Foresight Needed

How we can lick our highway worries is a big question. But, it is certain that better highway management, greater foresight on the

(Continued on page 28)

## GROWTH IN MOTOR TRAFFIC

(ALL FIGURES IN BILLIONS OF MILES)



Teamster Chart From *Public Roads Report*



# Education—Democracy's Bulwark

**E**IGHTY-FIVE years ago a great American delivered one of the most moving orations in history. Dedicating the cemetery at Gettysburg, Pa., Abraham Lincoln asked for a rededication by Americans in order that "government of the people, for the people, and by the people" might not perish from the earth.

The words of the Gettysburg address took only a few minutes of time, but they have gone down into history as a sacred testament from one of our greatest Americans.

It is appropriate, therefore, that we look at our country and our present day situation and see whether or not the entreaty of Abraham Lincoln has been fulfilled. And what are the dangers to a government "of the people" in the future?

We have today a government and a way of life preferable to that of any nation on earth. We have plenty of shortcomings as a nation and we have yet a long way to go. But as we look about us in this troubled world, we find much with which to be proud.

Let us compare our own standard of living with that of some other nations and we can see why things are better here.

Yet our way of life is not one entirely made up of material assets. We have spiritual and intellectual possessions which are the heritage of the founders of this nation. And these assets are greater than the material ones we have.

The greatest of these assets is the American Constitution and our charter of rights and liberties. The Constitution sets forth our form of government and describes how we as a nation shall be governed. Safeguards are set forth to insure our having a representative government in which no department shall outweigh the others—the checks and balances guarantee that the executive, the legislative and the judiciary

## *Americans Should Make Better Use of Their Educational System to Protect Nation's Heritage Of Freedom, Urges General President*

by **DANIEL J. TOBIN**

shall have appropriate ways of checking each other.

This is a government of "We the people." And we, the people have basic rights set forth in the Bill of Rights. These rights guarantee us the right of due process of law, the right of free speech, free assembly, and right of religious freedom. The many rights and guaranties handed down to us from past generations is a legacy of liberty which our forefathers fought to obtain and succeeding generations have been willing to fight for and to sacrifice to keep.

These many rights translated into action have given us the way of life we know as our present day democracy. We have many faiths and the right to worship as we please. We have a great educational system. This system is by no means as good as it should be with the tremendous pressures which are being made upon it. But our educational system is responsible for this nation having a high level of literacy. We have spokesmen of various political and economic beliefs. Newspapers are free to print what they wish, limited only by the laws of defamation and in time of war of the necessity for military security.

We live in a land of law and order where the people speak through duly constituted authorities. We have a land in which workers can organize and express themselves through collective bargaining. We have made great strides in labor union advancement and while we have further advances ahead, we should think now and then how far we have come.

We should also be vigilant in the protection of what we have won and not slip backwards or let politicians turn the clock back on labor through any more national or state Taft-Hartley type of laws.

This way of life we cherish stands out in the present world as the beacon light of democracy in a world of unrest. Measured by our standard of living, our personal freedoms, and our economic opportunities we are perhaps the most fortunate people in the world. But in this world of unrest we must realize that we must continue onward in this path of progress. We must increase our standard of living and we must enlarge the scope of participation by labor in public affairs.

Unless we go forward, there is danger of our going backward. Laws which abridge the freedoms we have won can be passed. The economic screws can be put down and thereby lower our standard of living. There are many ways in which this heritage we know as democracy can be endangered.

It is, therefore, up to us to guard our heritage and to protect our precious freedoms. Democracy is a legacy to have and to enlarge, to appreciate and to add to in the coming years.

There are many ways we can help make our democracy a better one tomorrow than it is today. The whole story of the advance of trade unionism is a dramatic illustration of a way in which working people can add to their welfare through group action.

But I should like to mention



another and perhaps a more general way in which we as a nation can improve and protect our democracy. That is through more and better education—education, in fact, should be the bulwark of our democracy.

By education I mean an improvement in our general system. This would include, of course better pay for our teachers and buildings and new plant equipment where needed.

For example, more emphasis should be placed on economics in the schools. At the present time youngsters are well along in school before they are taught very much about the economic machine which feeds, clothes, shelters and takes care of them. Efforts should be made to bring to their attention much earlier than is now apparent the facts of life about economics.

As far as the principles and theory of economics is concerned, the habit has been in years gone by to make this a difficult and somewhat abstruse science. It is encouraging to observe that in some schools and in many adult education organizations efforts are being made to humanize and to popularize economics. This is being done through greatly simplified lessons and through visualizing the principles in charts, graphs and pictures.

If economics were taught our young people at an early age and the lessons were repeated in more detail as the student advances we would have a generation of graduating students who have an understanding of our system of making a living.

Related to the teaching of economics and indeed as part of it would be some emphasis and certainly plenty of exposition on the role of trade unions in modern life. Students hear very little about unionism in schools until they get into advanced courses or unless they live in strong union communities or have the good fortune to have an exceptional teacher.

Unionism has made its place and an important one it is in the life of

America. The active and aggressive role of trade unionists can be given much of the credit for the present high standard of living we have in the United States. We have some 15,000,000 to 16,000,000 members of trade unions in this country. Multiply that by the family members and persons directly dependent upon

them for a living and you have a substantial segment of the population.

We have both a challenge and an opportunity to protest this way of life of ours—both our spiritual heritage and our material advances from the inroads of totalitarianism of the right and the left. Education is one of our greatest weapons.

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## ***Soviet Education—Propaganda Weapon***

*(To better appreciate our American system of education, read the following description of the Russian way of education written by George S. Counts of Teachers' College, Columbia University:)*

In the late summer and early autumn of 1946 the American people began to receive brief dispatches from Moscow reporting that certain writers, dramatists, and moving-picture directors were in trouble. It appeared that the central committee of the party of Lenin and Stalin had pointed the finger of criticism at these people and had asked them to mend their ways.

Apparently the first object of the attack was to erase completely from the mind of the Soviet people all favorable impressions of the West and particularly of America gained during the struggle. But the controlling purpose apparently was and is the support of a stupendous and coordinated effort, armed with the full might of the Russian state and the Third International, to stir people to revolt everywhere, to extend the Soviet system to the utmost.

The theoretical foundation of this action of the party was laid by Lenin. Standing on the Marxian conception of the state, with all of its organs and powers, as the instrument of the ruling class, he proceeded logically to the doctrine that the first duty of every division of Soviet culture is the education of the people in party doctrine and policy. In a message which is quoted more widely today than in Lenin's time he expressed himself as follows: "In the field of public education the Communist

party sets itself the aim of concluding the task begun by the October Revolution of 1917 of converting the school from a weapon for the class domination of the bourgeoisie into a weapon for the destruction of this domination. . . . The school must become a weapon of the dictatorship of the proletariat."

Stalin, as is his habit, puts the matter even more bluntly in a conversation with H. G. Wells. "Education is a weapon," he said, "whose effect depends on who holds it in his hands and at whom it is aimed." And when the term "education" is employed in the Soviet Union today it is made to embrace all the influences and agencies for the informing and molding of the mind. In the measure that these influences and agencies can be organized and controlled, they constitute a weapon or a battery of weapons of fabulous power which the Communist party holds in its hands and points at whomsoever or whatsoever it wishes.

The process of shifting the aim and of adjusting the sights of this powerful battery of weapons began in earnest on August 14, 1946, with a resolution of the central committee of the party on two literary journals published in Leningrad. This was the most famous of all the resolutions, because it was the first and therefore set the pattern. It was followed by resolutions on the drama, the cinema, music, genetics, humor, and other phases of cultural activity. Taken together, they are known in the Soviet Union as the "resolutions on ideology." They reveal clearly the Soviet system of thought control.





**M**ORE THAN a century ago water routes were main avenues of transportation and settlement. Between these water routes—the sea, lakes and big rivers—were “land bridges,” or highways over which the stream of settlement passed. A major land bridge in the Middle West was the Old Michigan Road which connected the Ohio River near Madison, Ind. and Michigan City, Ind., on the southern shore of Lake Michigan.

This 265-mile-long highway was a main route of “movers” or settlers who streamed into Indiana and southern Michigan and some onward to Illinois in the days of rapid migration when the young nation was pushing its tide of settlement rapidly beyond the Alleghenies.

### ***Passes Through Capital***

The route of the Old Michigan Road follows Indiana State Road No. 29 from Madison, northwestward toward the Great Lakes. Road 29 goes from Madison on the banks of the Ohio River to Versailles, north and east of Madison. From this point it passes sharply northwestward to Greensburg and Shelbyville to Indianapolis.

The road passes through the capital, the location of the Headquarters of the International Brotherhood of Teamsters, northward to

Logansport. From here it continues northward to Winona and LaPorte and thence to the final point on the route, Michigan City.

Today the route is an important artery for truck travel, servicing Indiana agriculture and industry and providing quick access to the state capital and lake area, which are important in manufacturing and transportation.

In southern Indiana, where a hundred-odd years ago settlers debarked from boats down the Ohio

River to begin their trek north, are found picturesque and beautiful sections of the state. A state park has been set aside by Indiana as a conservation and recreation area at Versailles.

Madison is today as colorful and picturesque as it was more than a century ago, when it was a major intake point for migration. The rough terrain has given this region the title of “Switzerland of America.” Here the first railroad west of the Alleghenies was built (Madison to Indianapolis) and the steep incline out of Madison is said to be the steepest grade in the U. S. where no cogwheel engine is used.

### ***Towering Tree***

Greensburg is in the state’s natural gas center. The courthouse, the traveler will be surprised to find, has trees growing out of its tower, 110 feet above the ground. This courthouse has been publicized the world over for this curious sight.

Shelbyville is both a small manufacturing and agricultural center with the real center of trade and industry located at the capital, Indianapolis. This city is the largest in the U. S., not on a navigable stream, but more than compensates in transportation importance through its trucking and railroad facilities.



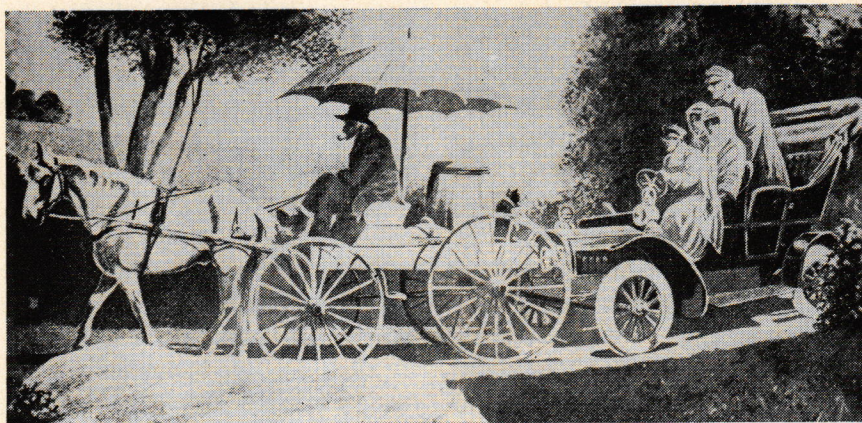
Indianapolis’ famed memorial.



Indianapolis has long been a manufacturing center of note with considerable heavy industry. The city has also been the center of automobile manufacture, particularly of the more expensive makes. Such names as Marmon, Stutz Deussenberg, Cole Aero 8 and National were once familiar in the quality car field. The city has perhaps the greatest automotive testing laboratory in the world in the Indianapolis Motor Speedway where each Memorial Day the 500-mile automobile race is held. At other times of the year the two-and-a-half mile oval is used for testing tires, motors, fuels, etc.

### Teamster Headquarters

The city has also been the center of union labor and other organizational activity. In addition to being the location of the International Brotherhood of Teamsters, other unions having their headquarters there are the International Typographical Union; Barbers, Hair-



Artist's sketch of an early-day traffic problem when the Michigan Road wasn't so old. Old-timers, scornful of the "dat-ratted machines," said, "Toot 'n' be durned."

dressers & Cosmetologists International Union; United Brotherhood of Carpenters & Joiners of America; Laundry Workers' International Union; and Journeymen Stonecutters Association of North America. The United Mine Workers of America, for many years previous to its transfer to Washington, D. C., had its headquarters in the Hoosier capital.

LaPorte is both an industrial community and a summer resort. But the city which tops most others in the state as a summer resort is the community at the northern terminus of the Old Michigan Road — Michigan City. The famous sand dunes of the area make up an unusual and attractive lakeside resort region. The city also has importance as an industrial center.

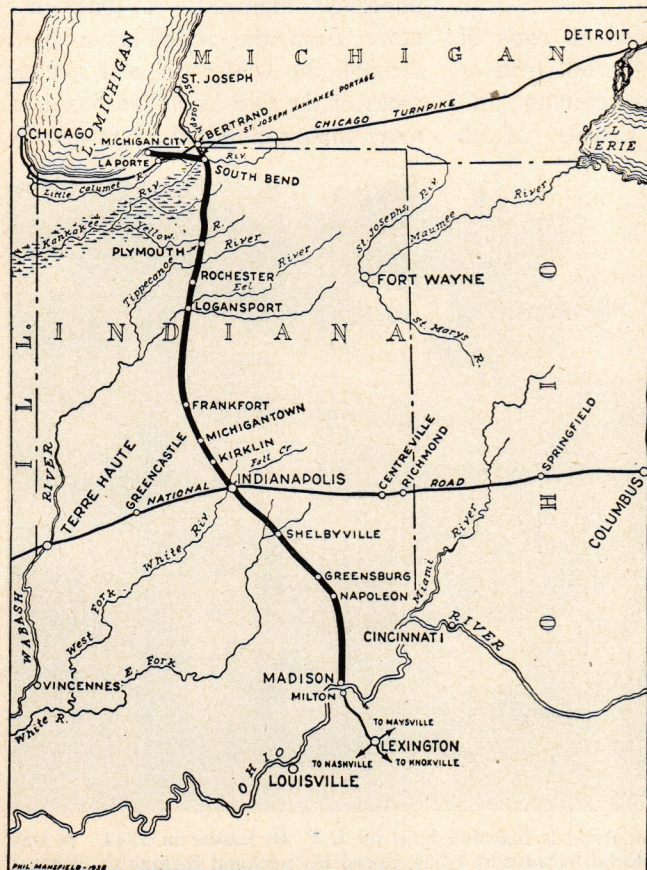
The heavy traffic of today with over-the-road and lighter trucks is an indication of the his-

toric importance of this highway. The Old Michigan Road, according to the distinguished highway historian, A. C. Rose of the U. S. Bureau of Public Roads, was second only to the National Road as an overland route leading into Indiana.

The intersection of the Old Michigan Road and the National Highway made the city of Indianapolis the "Cross Roads of America." That title was true a century ago and the city still proudly calls itself the nation's crossroads. But the history of the road goes back far beyond the intersecting of the two famous highways, for the story of the Old Michigan Road goes back really three centuries, until the era of the French fur traders who came down from Canada.

### Colorful History

One of the most colorful episodes in the history of the northwest involved the results of French settlement and influence and was a key event in the early history of the American nation. The French had been driven out of the Indiana country and the British were anxious to take over the chain of forts extending from Canada southward. A key place was a southern Indiana trading post, Vincennes, settled in 1702 on the Wabash River on the western border of the state. George Rogers Clark, a Kentuckian, led an expedition against Vincennes, which had Fort Sackville, a British garrison, and in 1779 captured not



Old Michigan Road cuts through rich section of Midwest.



only the fort at the old French city, but by his amazing victory with his hard-hitting militiamen captured the Northwest Territory — Indiana, Ohio, Michigan, Illinois, Wisconsin — for the U. S. A. While Clark was neglected and largely forgotten during his lifetime, despite his victory which was one of the most important in American history, his memory is today honored with a magnificent memorial at Vincennes, placed there by the Federal and state Governments as a tribute to George Rogers Clark and his men. This memorial is considered one of the finest of its type in the world.

### ***Treaty with Indians***

The Potawatomi Indians were the dominant Indians of the state, particularly of Northern Indiana at the time Indiana became a state in 1816. In order to develop a "modern" road, the state made a treaty with the Indians in 1826 in which the Indians ceded a strip of land 100 feet wide from the Ohio River to Lake Michigan, plus a section of land every 100 miles. In cases where continuous lands did not belong to the Indians, the state was permitted to select sections of unsold Indian lands. The Indians were to receive an annuity of \$2,000 in silver for 22 years and the government was to maintain a blacksmith shop and make an annual appropriation for educational purposes as long as Congress saw fit.

This treaty was confirmed by the United States Congress February 7, 1827 and the proceeds for the sale of the land were to be used for construction of the Old Michigan Road. The state began surveys shortly thereafter for the road. The state legislature authorized construction and work was started on the road proper in 1832. Up to this time the state had not a single road with rock or gravel improvement. The upper or northern part of the Old Michigan Road was opened to traffic in 1833-34. The macadamized section of the road on Wash-

ington street in Indianapolis was the first improved street in the Hoosier capital city.

The story of construction and upkeep of the road is a reflection of the citizens' interest in highway construction and of a growing rival, the steam railway. The state returned to the counties the upkeep of the road in 1837 and this resulted in a variety of stages of maintenance. By 1840 the state had realized more than \$242,000 from the sale of Indian lands for road work.

Planks were used as road surface in an attempt to improve and make an all-weather highway, but plank-ing was pretty much a failure.

But the people of the state wanted better roads and as vehicles improved, they wanted to be able to use the new type carriages and wagons. One of the early wagon shops opened was that of the Studebaker family in South Bend. The first pine block pavement, for example, was laid in the road in the city of Indianapolis in 1870 and for decades the citizens preferred this type paving.

The state had tried all sorts of methods, including the toll road or toll turnpike. The coming into popularity of the bicycle, of all

things, marked an important step forward in the long history of the road. The League of American Wheelmen was largely responsible for getting the state to pass the Gravel and Macadamized Road Law and in 1888 the first bituminous or "vulcanite" pavement was laid in Indianapolis.

### ***Invention of Auto***

And another event occurred in Indiana that promoted road interest — the invention of the automobile. On July 4, 1894, Elwood Haynes drove his "horseless carriage" on a successful trip at seven or eight miles an hour on the streets of Kokomo, Ind., a few miles east of the Old Michigan Road.

The automobile and the truck and the growing inter-urban lines marked changes and advances in the Hoosier states highway system. But as the auto grew in use, the importance of highways became more and more recognized as basic to industrial prosperity. Today, Indiana has nearly 12,000 miles of improved highways—a long distance from the rough-hewn path through the wilderness and swamp areas of the Old Michigan Road of more than a hundred years ago.



Landmark on Michigan Road is mansion built by J. F. D. Lanier in 1844. It was dedicated as state memorial because he twice placed his personal fortune at disposal of Hoosier state.





## 'Hardheaded Sanity' Challenging Jitters

"It would be Pollyannaism of the most rubbishy sort," asserts the *Christian Science Monitor*, "to say that all Americans need to do about the business slide is to take a bright and sunny attitude about the future and forget such unpleasant things as taxes, fourth rounds and over-production."

But, adds the *Monitor*, it also would be "unrealistic to brush aside all but 'facts' and ignore the human reactions of fear or confidence toward them."

The national daily adds that there "seems little doubt that the general attitude is swinging from one of uncertainty, shot through with occasional how-awful-ifs, to a saner outlook."

It is pointed out that average profits for the first half of this year proved "considerably better than business itself had been predicting."

"This, in part," the *Monitor* surmises, "gives evidence that business has taken a calmer look at itself, found little reason for its flashes of panic, and has begun to behave accordingly."

The newspaper points out that many leaders of industry and labor have expressed cause for more optimism and less alarm over the nation's economic future. The Brookings Institution's conservative head, for example, "sees tremendous possibilities ahead for Americans through free enterprise within a framework of not incompatible controls."

In conclusion, the *Monitor* ventures the opinion that "hard-headed sanity is challenging the jitters."



## Higher Arithmetic In Economic Thinking

Taking note of the brickbats thrown at President Truman's mid-year economic report, the *Bakers' and Confectioners' Journal* points out that most of the missiles are being tossed by the "Balance the Budget" school adherents.

"They are content to yell 'Balance the budget!' and then sit back in virtuous complacency, feeling that they have done their bit for the welfare of the country," says the *Journal*. "The budget must be balanced at any price; two and two make four, and if we pay no heed to that sim-

ple addition, the country will wind up bankrupt."

But there is a "higher arithmetic" than two-plus-two, the bakers' *Journal* declares.

"If we follow two-plus-two mathematics in this day and age of world-wide ideological conflict, we are more certain to face the economic depression that Taft and his cohorts wish to avert," the magazine contends.

The *Journal* expresses belief America doesn't care to follow the two-plus-two economy school down the path of lower levels of education, health and housing, international and domestic security and national development.



## Kremlin Is Labeled 'Band of Reactionaries'

Americans, indignant over tactics of Communists, have used many biting descriptions in referring to the Kremlin, but it remained for the *New York Times* to place a truly readable tag on the men of Moscow.

"In this modern world of ours," says the *Times*, "the Russians are the super-nationalists."

"It is they who boycott the International Bank, the International Trade Organization, the World Health Program, and all the other experiments at international economic and social cooperation; they who turn thumbs down on UN Secretary-General Trygve Lie's little symbol of an international police force; they who rage at the idea of international control of atomic energy—all on the ground that their precious 'national sovereignty' must not be tampered with or exposed to the slightest moisture of a fresh idea."

After stating the case clearly and briefly, the *Times* declares:

"The world's most compact little band of reactionaries operates in the Kremlin."



## New Note of Progress Cited for America

New evidence of American progress has been noted by the *St. Louis Post-Dispatch*.

"Not so long ago," recalls a *Post-Dispatch* editorial, "Pretty Boy" Floyd's name became folklore, and John Dil-

linger was accredited the title of Public Enemy No. 1, as if he'd been knighted with it. Now a new Public Enemy No. 1 has been captured in Louisville and, as it turns out, is named Earl Bircham. Probably not one person in a hundred would know his name and fewer would know that he was a bandit who broke out of three jails."

The *Post-Dispatch* bids a fond farewell to the days when "shooting it out" with the law "almost attained the interest of a national sport." The editorial said the country now "is definitely less interested in hoodlums than in foreign affairs. The style in Public Enemies has changed, and today Americans devote their anxieties to Communists, instead of criminals, and to the possibility of atomic warfare instead of tommygun murders."

"So we progress," the editorial concludes.



## Lobbyists Spend, Spend, Spend, Spend, and Spend

Who lobbies for what in Washington and how much "change" they spend in the process comes in for an enlightening discussion in the *League Reporter*, official publication of Labor's League for Political Education.

The *Reporter* points out that, during the first six months of the year, business groups spent \$1,854,819 trying to influence Congress. While the lobbyists for industry were shelling out almost two million dollars, employe groups—including labor unions—spent \$132,276—less than one-tenth of management's sum—on lobbying activities.

From January to July, the American Medical Association spent over half a million dollars lobbying. The reactionary Committee for Constitutional Government, Inc., opposed to everything progressive, doled out \$306,297.

The National Association of Real Estate Boards spent \$86,493, the U. S. Chamber of Commerce \$55,177, the National Association of Electric Companies \$224,222, the American Federation of Labor—representing scores of international unions and seven million workers—only \$37,350.

"Now," asks the *League Reporter*, "what was that about well-heeled labor lobbyists?"



# Teamsters Help Spur Business

## *Locals 66 and 285 Sponsor Ad Campaigns To Boost Sales on the 'Road to Recovery'*

EVERYONE knew the record-shattering postwar boom couldn't last; the question was how to tiptoe back to normalcy without sliding on the slippery economic rocks.

The problem was one of equal responsibility for business and labor. As summer buying sagged in places, labor quickly demonstrated its initiative and ability to meet the problem head on.

Teamster locals were in the vanguard of the march back to normalcy. In Seattle, Local Union 66, Milk Wagon Drivers, sponsored two-color newspaper advertisements to spur milk sales.

The Seattle ads proclaimed: "Your best food—milk! Drink lots of it! Cook with it! Have it delivered at your door regularly!" The union's campaign also was carried on over the air, with the local buying one-minute spots on one of the city's most popular radio programs.

Eric G. Ratcliffe, Local 66 secretary, said: "We know that if the product isn't sold, everybody in this business gets hurt—the worker right along with the boss." To help sell the product their members deliver the local had set aside \$1,000 for advertising. If the campaign clicked, more would be voted later.

Similar steps to boost the business which pays their salaries were taken by members of Local Union 285, Laundry and Linen Drivers' Union, Detroit, Mich. The local's president, Isaac Litwak, took the initiative in launching a big contest to make Detroit more laundry conscious.

During contract negotiations, employers complained that business was falling off. Litwak set forth his proposal:

"Gentlemen, we are all in the same boat. If your business drops, our drivers have to tighten their belts or may be out of work. We

are all interested in avoiding a slump. My union is perfectly willing to cooperate with you to the limit of its abilities. . . . Let us put on a big advertising campaign through which we may be able to attract new customers. My union is willing to support such a campaign with the amount of \$1,000."

The employers were enthusiastic over the proposal. The Detroit Institute of Laundering agreed to sponsor the program, which is being supported by Local 285. Other labor unions interested in the laundry industry also joined in supporting the project.

The contest, which requires the participant to complete a four-line jingle on the advantages of laundry service, has for first prize an all expense-paid trip to Havana, Cuba.

Labor is confident that the transition from boom to normal prosperity can be made without a serious slump. In these two instances, Teamster Locals have emphasized their confidence and characterized labor's willingness to help make the road to normalcy smoother.

## **To Close Sundays N. Y. Salesrooms**

Henceforth, automobile salesrooms and used car lots in the State of New York will be compelled to comply with Section 2147 of the State Penal Code which makes it illegal to sell or offer automobiles for sale on Sunday.

Any dealer violating the law is liable to suspension or revocation of his dealers' registration and plates.

Until recently, there had been wide variance of compliance with the statute. In some localities it had been rigidly adhered to while in others it had been ignored.

# Truck Weights Still In Research Stage

It would be possible to have a gross weight of 80,000 pounds on five axles and still not exceed an 18,000-pound axle weight limit, if all primary highways were built to such an axle standard.

This fact was cited recently by C. F. Rogers, administrative assistant of the Bureau of Public Roads, in an address before a meeting of the Truck-Trailers Manufacturers Association.

L. C. Allman, vice president of the Fruehauf Trailer Co., pointing out that the entire matter of trucks weights and standards still is in the research stage, declared: "I do not think we should at all settle for an 18,000-pound axle load until and unless we know more about the whole subject of highway construction and vehicle weights."

## **Our Horse and Buggy Highways**

*(Continued from page 21)*

part of the various groups responsible for their development and an aggressive program for financing highway expansion are among the things which must be provided before we can start winning the battle.

Owen, in his study, concludes that the principal weakness is the "absence of progressive highway management and a realistic financial policy."

"If maximum economic progress is to be achieved, in the field of automotive transportation," he declares, "the overhauling of outmoded public policies is the principal challenge."

If we pinch pennies, we are going to pinch the nation's traffic, too. We must not be shortsighted and build only for today's needs—like a man building a bridge for a ditch when he knows a river is coming along soon.

We must build highways for tomorrow's trucks and autos.



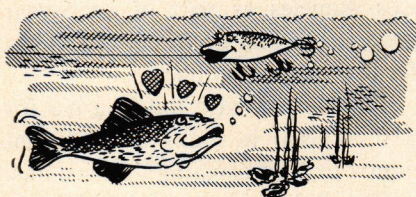


## Br'er Bass Finds That Life Can Be A-Luring

### Old School Scorns Live Bait, Plugs Plugs

Most bass fishermen of the old school regard taking the fresh water gamesters on live bait much in the same manner as they would look on wife-beating or picking candy from the pockets of children. They hold that a bass caught on anything but a lure is the victim of unfair fishing practices.

If you're a live-bait angler who is becoming "sold" on the lure method, perhaps you can benefit from a few bits of advice recently passed on to this department.



This flirtship will end with a "line."

First of all, when you set out to find a casting rod and reel, be as wary as that sly old bass you'll be looking for later. Good, "name" reels with the anti-backlash feature—a boon for beginners—can be bought for \$6 to \$10, and a suitable rod can be purchased for about the same price, or slightly less. In choosing a rod, avoid the short, stiff ones.

After you're equipped, the experts advise, learn the art of casting. You can school yourself a few minutes each day by casting a hookless practice plug in the backyard. Strive for accuracy, not distance.

The secret of sure-hit casting, the old-timers will tell you, is simple as a flick of the wrist. In making the cast, use the wrist only. The elbow should stay out of the act completely, and the forearm has only a minor role.

To acquire a fair degree of marksmanship, try pointing the rod tip toward your target, snap it straight up, then directly at the mark. This form is a cinch to beat the side-arm swing which is more effective for beating dust from rugs.

When you can come close to putting

your practice plug on an old hat 25 paces away, you're ready to head for the lake. Your tackle box should contain at least two plugs—a sinker and a surface lure. A floater will also come in handy in event you find the bass particularly choosy about their diet.

If you're after largemouth, find a weed bed and drop your plug near its edge. The big ones like to lurk in the weeds, then plunge out at their prey. The smallmouth will be found in deeper water and in swifter current. He also leans to stony-bottomed streams.

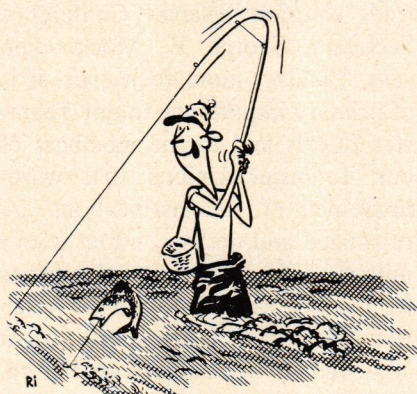
When, at last, all your preparations pay off and you have Brother Bass on the hook, play him gently. Tilt your rod and the line to form a right angle; then, when the underwater fighter gives out with a sudden lurch, the bend of the rod will dull the jerk and help avoid a broken line.

Reel in slowly, but insistently, and be prepared to turn loose the reel handle instantly if the bass suddenly decides to take off. A thumb applied to the spool will help slow him down.

### Might Take 'Insurance'

If you're a beginner at the art of lure fishing, these hints may help you. However, it's pretty certain that many months of experience will be necessary before you're landing 'em with the ease and regularity of an expert.

Meantime, maybe you'll want to do as we do: Disregard the frowns and take along a minnow bucket. There's nothing like insurance.



Keep rod up; keep fish on.

### Duck Season Lengthened, As Population Rises

From the Fish and Wildlife Service has come good news for duck hunters in the form of 10 extra days for shooting during the 1949 season. Happiest aspect of the liberalized hunting season was not the additional shooting time, but the fact that the Department of Interior's "biological investigations" had shown the waterfowl population is strong enough to justify the extension. That means not only more hunting, but better hunting this winter.

The director of the Fish and Wildlife Service, Albert M. Day, announced these glad tidings in recommending the extended season:

"The improved conditions of waterfowl, as revealed by the winter inventory and the reasonably favorable situation on the bulk of the nesting grounds, have made it possible this year for us to relax somewhat the regulations which have been quite severe during the past two seasons."

Day said a check with various sportsmen's groups had shown a preference for a longer hunting season over an increased bag limit.

In the Atlantic and Mississippi states, the waterfowl season is increased by the Fish and Wildlife Service order from 30 consecutive days, or two periods of 12 days each, to 40 consecutive days, or two periods of 16 days each, with the state making the choice. In the Central states, the season is increased from 35 consecutive days, or two periods of 14 days each, to 45 consecutive days, or two periods of 18 days each. In the Pacific states, the season is lengthened from 40 consecutive days, or two periods of 17 days each, to 50 consecutive days, or two periods of 20 days each.

This year's duck stamp will cost the hunter \$2. The stamp had sold for \$1 since the migratory waterfowl law was passed in 1934.

The Fish and Wildlife Service expects to sell over two million stamps. Additional money obtained from the price increase will go to offset rising costs encountered by the service in its efforts to expand work on waterfowl conservation.

Stamps probably will be placed on sale about mid-September.



# Organizing Progress In Warehousing

(Continued from page 5)

house Conference is a big one and a continuing one. The Conference is moving forward with its organization work and is giving advice and help to locals throughout the country in setting up and maintaining their organizing drive. The Teamsters have found that facts can be effective weapons in organization work. And the office of the Conference is marshalling facts and statistics on wages and employment conditions which are helpful to all local unions in their contract negotiations.

As part of this important fact-finding job the Conference is presently making a complete study of the statistics collected on national concerns. From these figures it has been found in many areas a company, operating on a national basis, may be organized in one particular area and unorganized in other parts of the country. And it has been found that an unorganized branch of the firm may work its employees on a lower wage scale than those elsewhere who are organized—doing comparable work.

## Relocation Problem

The National Warehouse Conference has also found that some national concerns attempt to outflank unionization by moving their warehouse operations from a strongly organized section to a completely unorganized area. In the unorganized area they can operate at lower wage scales and with inferior working conditions as far as the company personnel is concerned. Such relocations of companies is a two-fold evil: it brings unemployment to Teamster union members in cities from which the plants are removed, and by moving to unorganized sections the general wage standard is generally depressed. And such standards remain low unless bolstered by the dynamic work of Teamster organi-

zation. This business of company and plant relocations has been the cause of concern and attention on the part of local union secretaries who are keeping the National Conference alerted. The Conference can then see that appropriate organizing steps are taken.

The Conference has also found that some concerns tell Teamster locals that as national concerns they have a national policy on wages and employment. These statements in some cases have been found to be false. The employers, the Conference observes, seem to take the position that they will pay only the wages necessary in their area to put into effect work policies and practices which they must carry out in order to hold unorganized workers.

## Parts as Weapons

Here again the National Conference through using facts as weapons can operate. The Conference office will attempt to rectify misleading conditions and situations by keeping each local union secretary, who has contract with a national concern, fully informed on what other union locals which have contracts with these concerns or branches of the concern are doing in the matter of wages, hours and employment conditions.

The National Warehouse Conference hopes through this method and through a thorough interchange of information and data, to bring about the establishment of uniform wage contracts.

This step is of vital importance to the organization of the entire trade division believes Conference Secretary George E. Mock, who says, "Today, more than ever, it is of primary importance to our Teamster Locals and to the members of our Teamster Unions that warehousemen of all classifications are organized and under contract to our unions. There are several reasons for this, the most important of which is the fact that today, more freight is moved by truck than ever before. This freight moves from one ware-

house to another by trucks, and if we are to protect those who are now members of our unions, and if we are to protect these wages, hours and working conditions already obtained by our unions, we must make certain that all warehousemen, shipping and receiving clerks, and any one else who handles merchandise delivered to or from our trucks are members of the Teamsters Union.

"Unless this is done, we will find that in the very near future with the rapidly increasing efficiency of the trucking operation, employers will not waste time in moving their entire operations into unorganized areas."

## Housing Plans Move; 31,000 Units Set

The government authorized construction of 21,000 low-rent housing units in Chicago and 10,000 in Los Angeles as part of its 6-year program to build 810,000 dwellings for low income families.

Philadelphia also put in a bid for \$10,000,000 in loans and outright grants to start cleaning up its slums.

The Public Housing Administration kicked off the building program by authorizing 500 units for Galveston, Tex., and 3,000 for Norfolk, Va. These authorizations meant that almost 4.3 per cent of the program was under way.

The Housing Authority of Los Angeles said it would begin construction of 5,000 of its units in each of the next two years. Los Angeles also asked \$1,150,000 for planning purposes.

*A Sign of*  
**UNION SUPPORT**



*International*  
SEPTEMBER



## Portable Fast Charger For Automobile Batteries

A new small portable fast charger for automobile batteries has been announced.

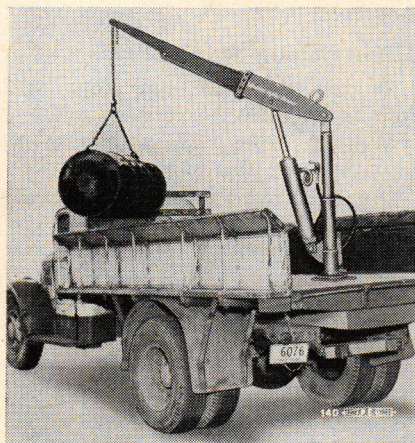
The new selenium-rectifier-charger was designed for use as an auxiliary charger by garages, service stations, and automobile repair shops, and as an emergency home service charger. Weighing just 34 lbs. and equipped with a carrying handle, it can easily be lifted into and out of a service truck.

The new charger draws 12.5 amps and has a maximum output of 80 amps which can be maintained for long periods. It operates on 115 volts at 60 cycles.

A circuit breaker and fuse offer double protection against overloading the charger or putting the battery on backwards. An ammeter on the front of the blue metal case indicates the charging rate.

The charger also is equipped with a timer for setting safe recharge periods and a central switch which regulates the charging rate to overcome varying battery conditions and varying a-c line voltage. Heavy-duty leads, 16 and 8 feet long, are also provided with the charger.

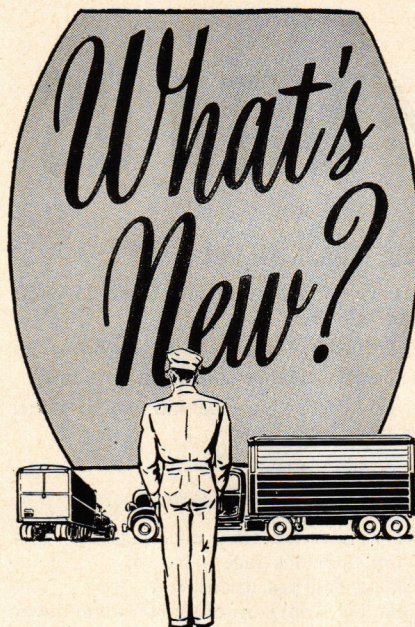
## Floor Hydro-Crane Also Serves as Truck, Towing Unit



The manufacturer of a new type hydraulic floor crane claims his product multiplies the crane's scope of service three times.

Portable and available in one-ton and two-ton capacities, the new hydro-crane can be used as a floor crane, a truck loading crane and a towing crane. The active operating unit, according to the maker, can be easily detached from the portable base on which it normally operates as a floor crane, then quickly mounted on the bed of a truck, into a heavy duty sleeve, where it has a 360-degree turning radius to load on either side or back of the truck.

With the addition of tow guide rods



and a floating bar, the unit operates as a towing crane adequate to meet demands of most towing jobs, the manufacturer adds.

A beam extension is available to add three and one-half feet to the crane's operating range, convenient for high stacking and handling engines in cab over engine trucks.

## Longer Life, Greater Mileage Claimed for Plugs

A new spark plug is made of a synthetic sapphire substance in bond manufactured from pure aluminum oxide of aviation quality, reports the manufacturer.

Improved performance, longer life and more miles per gallon of gasoline are claimed as features of the new plugs. The center electrodes are constructed in one piece.

## Bottled Gas Heater Protects Perishables

Perishable shipments are protected from freezing for two to five days without refueling by a new automatic bottled gas heater for trucks and trailers.

The heater is rated 20,000 B.t.u./hr. and burns bottled propane gas supplied from two 20-pound cylinders enclosed in a carrier suspended beneath the body of the vehicle.

The heating unit is secured to the inside wall of the van and is controlled by automatic thermostat and pilot safety valve. An automatic pilot places it in operation after the thermostat is set at the desired temperature.

When heat is needed, a metered flow of fuel is automatically supplied to maintain the selected temperature.

## Glare From Sun, Lights Is Absorbed by Mirror

Glare reflected from the rear by sun in the daytime and bright lights at night is absorbed by a polarized rear view mirror now on the market. Light reflected from the polarized mirror is toned down so that only 16.5 per cent of the light striking it is reflected into the driver's eyes.

## Metal Alloy Is Used To Repair Dents, Holes

A new metal alloy in moldable form for making cold metal repairs with absolute adhesion has been introduced. It is used to fill holes, dents and depressions in auto bodies, to repair cracked blocks, leaks in gas tanks and radiators and other metal repair jobs.

The product can be applied with a brush or a spray gun as well as with a knife or spatula.

Large holes, particularly in rusted-out body sections, are first covered with a special fiber produced by the same firm.

## Liquid Wax Finish Lasts Six Months, Maker Says

A new liquid wax will produce a hard, glossy finish which lasts six months or longer, according to the manufacturer. The new product eliminates the need for washing or pre-cleaning surfaces.

It contains safe, powerful detergents and cleaning agents which remove road haze, dirt and grime quickly and easily, the maker states. The protective finish is obtained from hard quality waxes and synthetic resins chemically treated to be resistant to weathering, salt spray and repeated soap and water washing.

## New Car Washer Gives 300 Pounds of Pressure

A piercing stream of water with 300 pounds of pressure is produced by a new car washer which is a simple motor-driven rotor operating in a specially designed housing. The heavy pressure cleans chassis and under parts of body.

A limiting valve makes possible a gentle, large spray for use on the body.

## First Vacuum-Operated Signal Arm Produced

A signal manufacturing firm has announced the introduction of the only vacuum-operated truck and trailer signal on the market.

Illuminated along its full length, the signalling arm is immediately discernible day or night under normal weather conditions at distances up to 500 feet. There is said to be no mechanical linkage to contend with between truck and van.



# Relax WITH US

## Something's Tele-phoney

"Hello."  
 "Hello."  
 "That you, Jake?"  
 "Yep, this is Jake."  
 "It doesn't sound like Jake."  
 "Well, this is Jake speaking all right."  
 "Are you sure this is Jake?"  
 "Sure, this is Jake!"  
 "Well, listen Jake. This is Henry. Lend me fifty dollars."  
 "All right. I'll tell him when he comes in."

★

## Modern Version

A teacher had been telling a primary class about the Ten Commandments. In order to test their memories, she asked, "Can any little child give a commandment containing only four words?" A hand was raised immediately. "Well?" said the teacher. "Keep off the grass," was the answer.

★

## Water You Up To?

He: "I'm knee deep in love with you."  
 She: "I'll put you on my wading list."

★

## The Last Straw!

First Teamster: "Why did you quit your job?"

Second Ditto: "Well, the boss called me in the other day and told me he was going to fire me. So he fired me a couple of times. Well, the next morning when I went down there was another fellow driving my rig, and—well, that was too much, so I handed in my resignation."

## Oh, That's Okay!

Owner: "How did you come to puncture this tire?"

Teamster: "Ran over a milk bottle."

Owner: "Didn't you see it in time?"

Teamster: "No, the kid had it under his coat."

★

## Embarrassing Moment

No wonder the little duckling,  
 Wore upon his face a frown;  
 For he had just discovered  
 That his first pair of pants were down.

★

## Love at First Sight

Last night I held a hand,  
 So dainty and so sweet;  
 I thought my heart would surely break  
 So wildly did it beat.

No other hand in all the world  
 Can greater solace bring,  
 Than that sweet hand I held last night—  
 FOUR ACES AND A KING.

★

## Smells

A teamster bought some limburger cheese to eat in his hotel room. When he got ready to leave he still had about half of the cheese. He didn't want to pack it; neither did he want to leave it lying in the room. Finally he removed a plant from its pot on the window sill, buried the cheese and replaced the plant.

A few days later he received this telegram from the hotel management: "We give up, where did you put it?"

## Ain't That the Truth?

Nate: "Fifty per cent of the women spend all their time trying to make a fool of some man."

Kate: "Yeah, and the other 50 per cent spend all their time trying to make a man out of some fool."

★

## From Bad to Verse

"Father is pleased that you are a poet," said she to her new heart interest. "I'm glad," retorted the boy friend. "Is he a lover of poetry?"

"No," confessed the sweet young thing, "but my last boy friend he tried to throw out was a wrestler."

★

## Bring the Ruler!

Pupil: "Do you think it's right to punish folks for things they haven't done?"

Teacher: "Why, of course not, Willie."

Pupil: "Well, I didn't do my home work."

★

## Squish!

"Oh, Mrs. Flatbottom, I have never seen a child as badly spoiled as that son of yours."

"Why, Mrs. Murphy, I don't believe you."

"Oh, yes he is, too. Just come out and look what the semi-trailer did to him!"

★

## Mighty Poor Service!

Trucker (who had eaten entire meal with knife): "Miss, where is my fork?"

Waitress: "Why, you seemed to be through eating, so I took it away."

Trucker: "Yeah? Well, what do I stir my coffee with?"

★

## Safe Opinion

Patrolman: "What do you think of these automobile necking parties?"

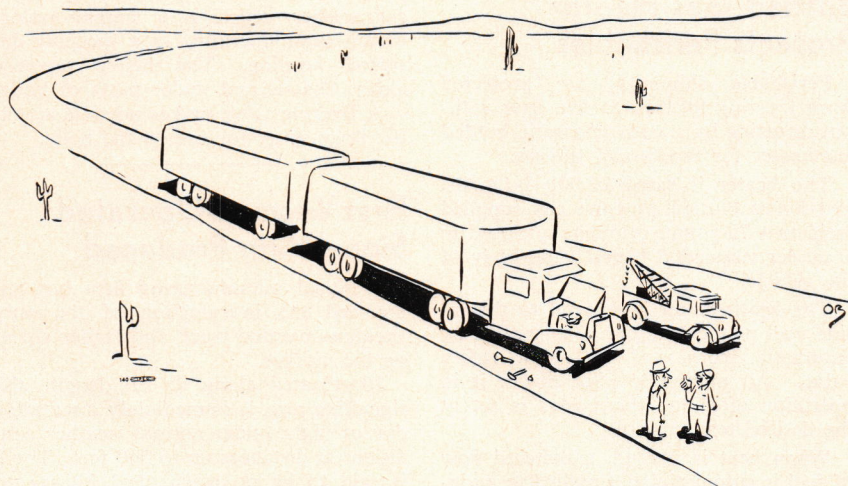
Teamster: "Well, it seems that public sentiment is against public sentiment."

★

## Some Smart Kid!

Over-the-road driver's wife: "Bobbie, this is your uncle from St. Louis."

Young Bobbie: "Yeah, for a dollar he is!"



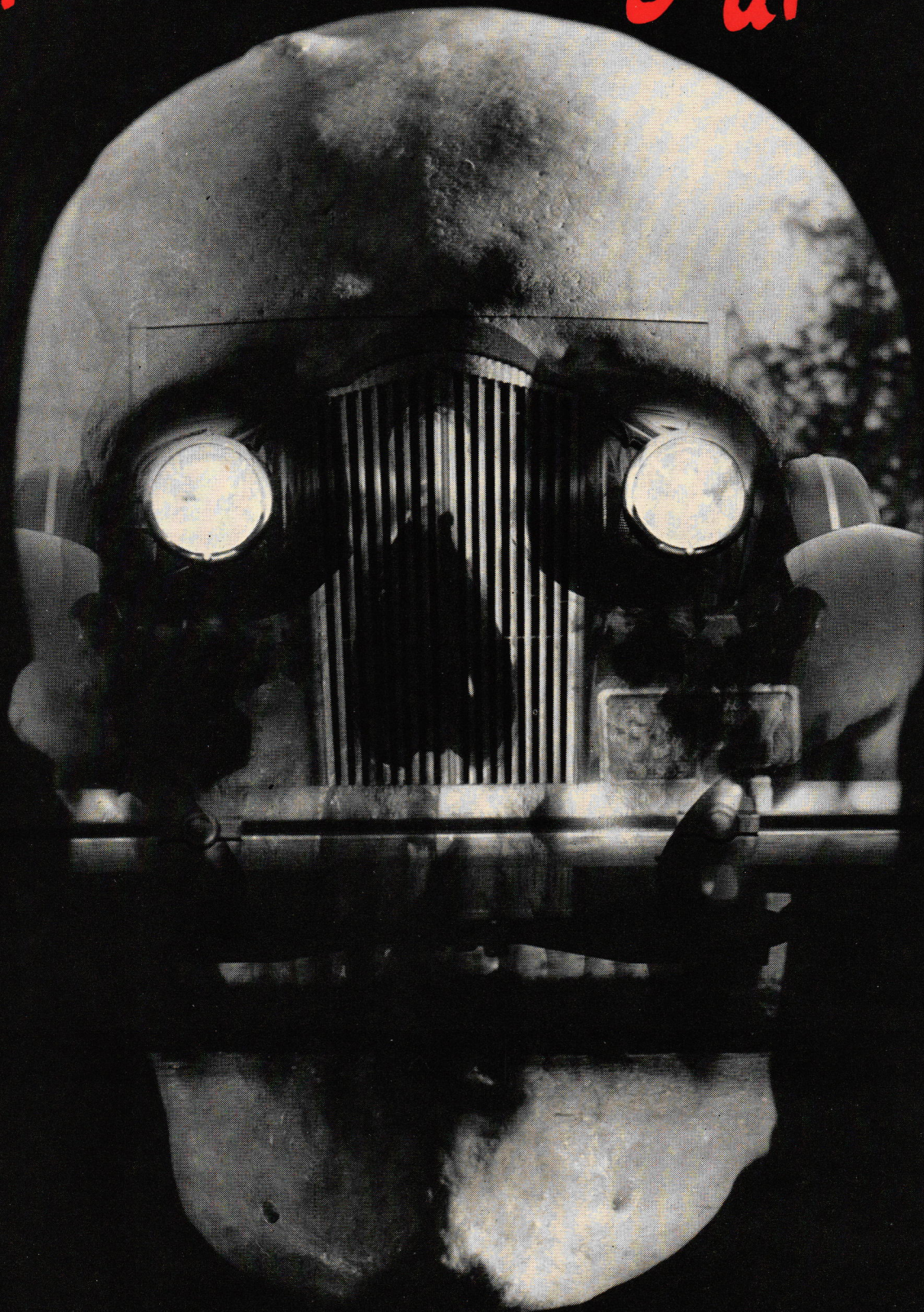
"The towing fee on that will be about \$300."

## PHOTO CREDITS

Page 12—Pan American Airways.  
 Pages 24, 25 and 26—Bureau of Public Roads, Indiana State Highway Commission and Indiana State Department of Commerce.



*DEATH is looking at You!*

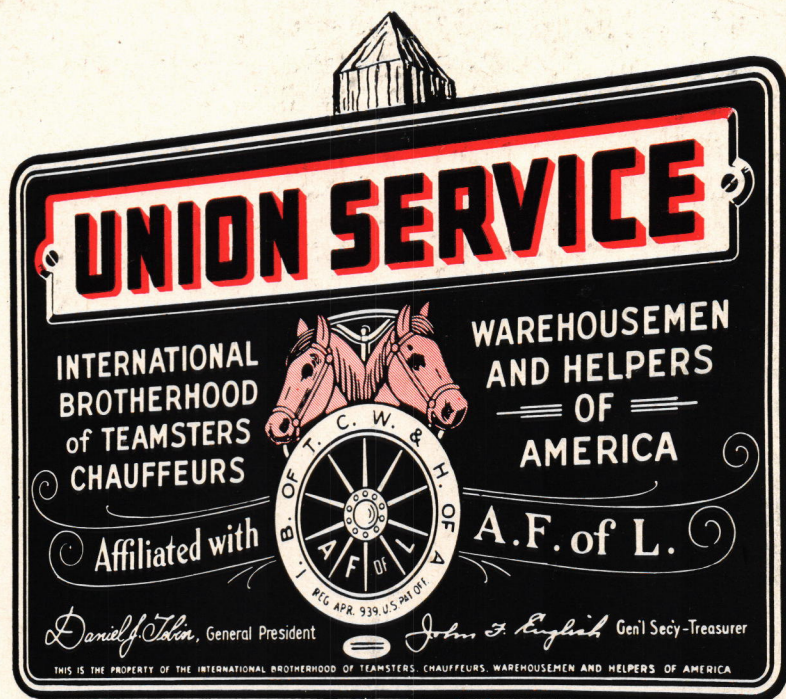


*Good Union Teamsters DIM their lights*



# Teamster

# STOP SIGN



Stop—and shop—where you see this sign. It's a sign of distinction at garages, service stations, parking lots, auto dealer's showrooms, repair shops, in laundries, bakeries, dairies, produce houses; everywhere members of the Teaming crafts are employed. Teamster teamwork will do the job!

Spend your wages  
the **TEAMSTER** way